T 12

N. W. P. R. R

TRANSIT BOOK

14.113.0121

April 16 1913

O.K.

No. 48478
MADE BY
The Hicks-Judd Company
Bookbinders, Printers
Loose Leaf Systems
51-65 First St. San Francisco
Give above number when ordering
Duplicate

25°06'
12°33'
1673.3
15) 25.1
15
101
90
110
100
10

382.25
.2226
229350
76450
76450
76450
85.088850

.77

11"
5 3/4"
10"
16 3/4"
11 2

38 1/4

3'2 1/4
12

3/4 × 1/12 = 3/48 = .16

.7) 3.00
28 2
180
.77
3.2) 248
224
240
224
16

.56
1.12
15
560
112
.1680

43°04'
15°43'
43°21'

2.35
74.6920
4.7192
98.8788
35.0732.0
58.9
23.7

.77
.15
385
77
.11 55

0+00 - 4.62

#1 - 1+00 - 3.85 - 7.05 - 6.93 ✓

#2 3.74 - 6.81 ✓

#3 — 3.62 6.70 ✓

#4 — 3.51 - 6.71 - 6.60 ✓

#5 - 6.48

#6 - 6.37 ✓

#7 — 6.25

#8 - 6.14

#9 - 2+20 6.02

3+20 2.17 2.05 5.25

2.13

Top - 5.7 Side - 3rd Bolt 2nd Run

Page

Duncan Mills Property Corners- 11-17-14	✓		45
Hogans Cut	X sections	✓	47-48
Santa Rosa	" Near Freight House	✓	49
Magnesite	Spur	✓	50
Santa Rosa - Sebastopol Bra.	X sections Engine Storage	✓	51-52
Sebastopol	Berry Growers Spur	—	53
Larkspur	Locating Ditch 500 ft. West Depot	✓	54
San Anselmo - Spur	Derailment	—	55
Geyserville - Drainage at 76-A		✓	56

Sheridan : Prop. Line - Change West of. ✓ 18-19

Moscow Cottage : Pipe-Line From cottage to Springs. ✓ 20-21

Union High School. State Highway Crossing. ✓ 22-

Asti : Winery Spur Alignment ✓ 23-24

Sebastopol : Proposed Track-Facilities and Warehouse for Berry Growers Ass'c. ✓ 25-26

Petaluma : Grade Sect. for Macadam pavement. ✓ 27-

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Santa Rosa. Prop. Lease to City St. Imp. Co. ✓ 29-

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Mill Valley Br. Locus Ave. Spur to serve State Highway Contractors ✓ 31-32

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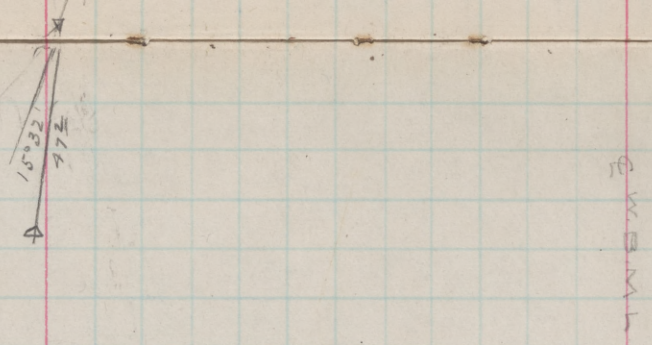
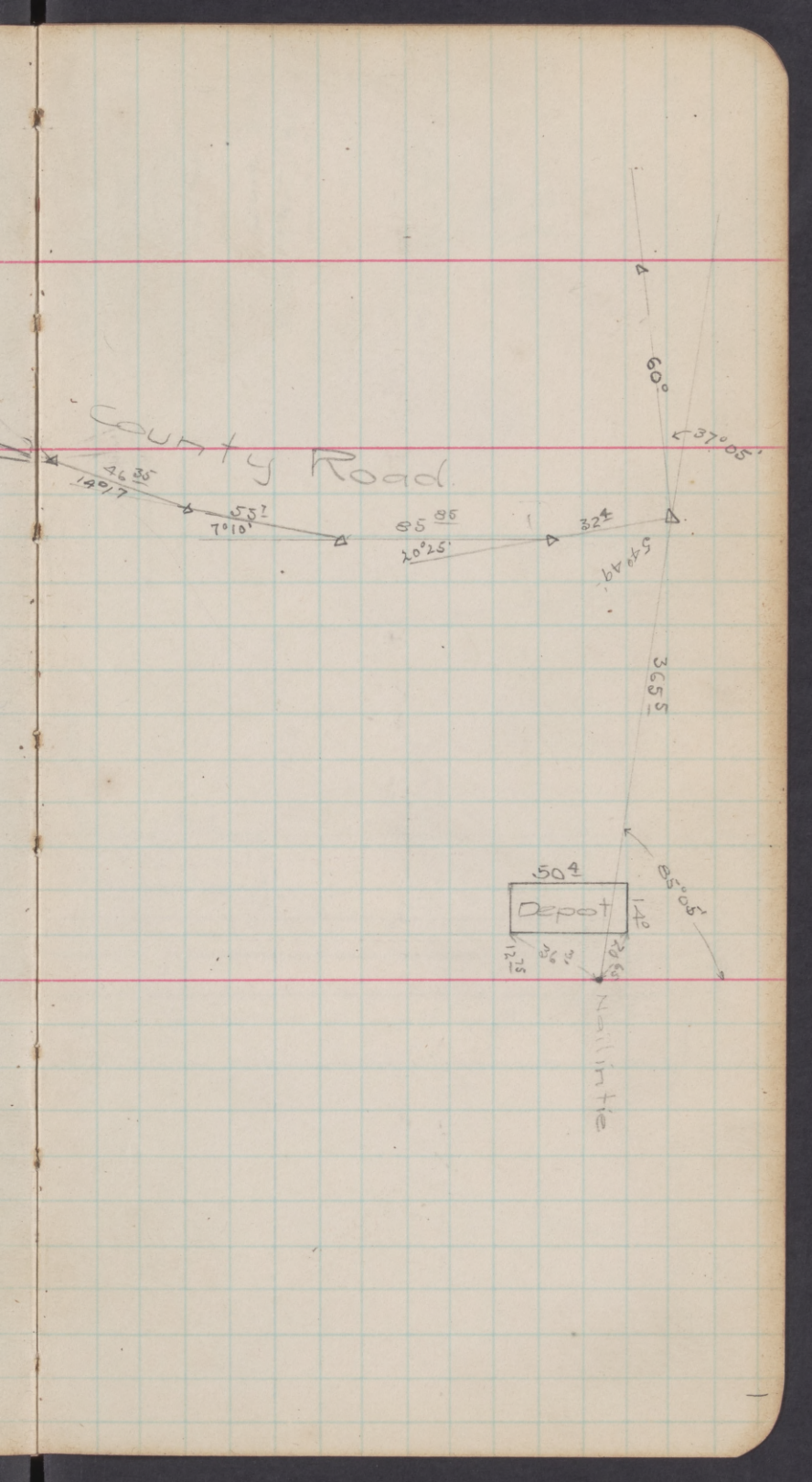


Manzanita ~~&~~ Location. County Road ~

Apr. ~~22~~, 1914.


County Road
60°
37°05'
46 35
140.7
55.7
7°10'
85 86
20°25'
32.4
549.49
365.5
50.4
Depot
85°05'
14°
12.25
Main tie

123+29⁸ Beg. ℄ fence.

123+04³ End ℄ fence.

122+89° W.L.D

122+78° End fence Lt.

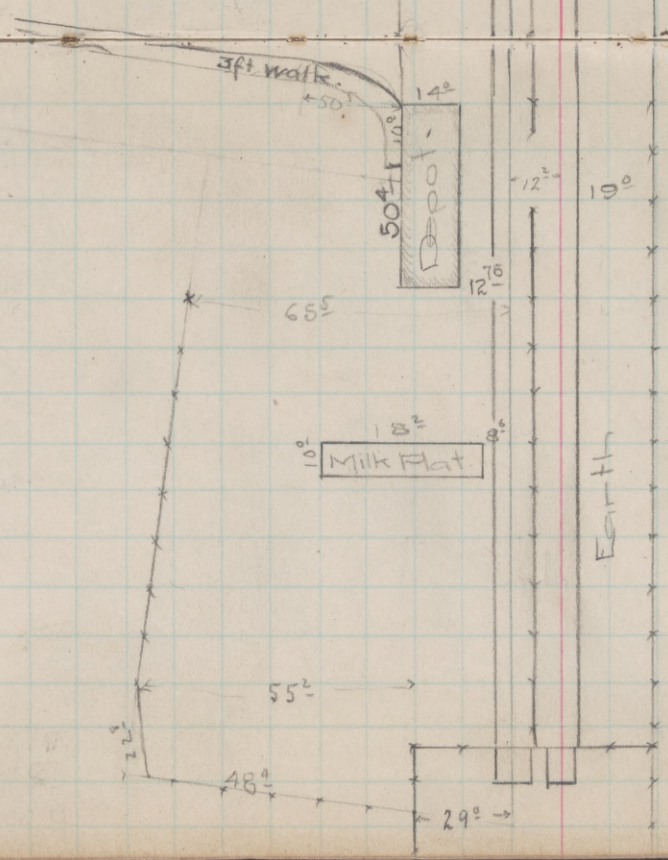
122+29³ W.L. Milk Flat.

+13³ G. Platform & ℄ fence.

121+02⁷ W.E. Slat G.

+76⁵ Rt. Ld fence Lt.

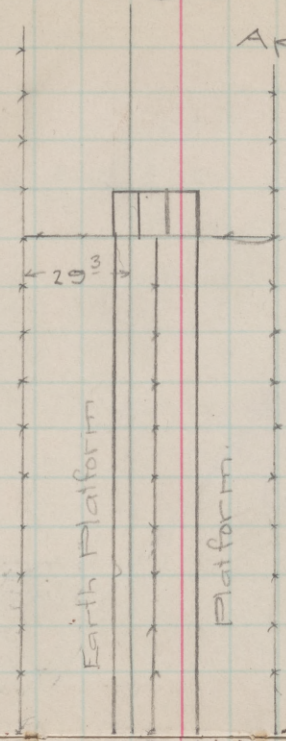
120+78³ Rt. fence Lt



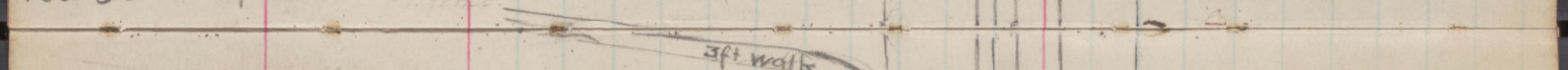
Mazanita. Sta Plan Notes.

Apr. 24, 1914.

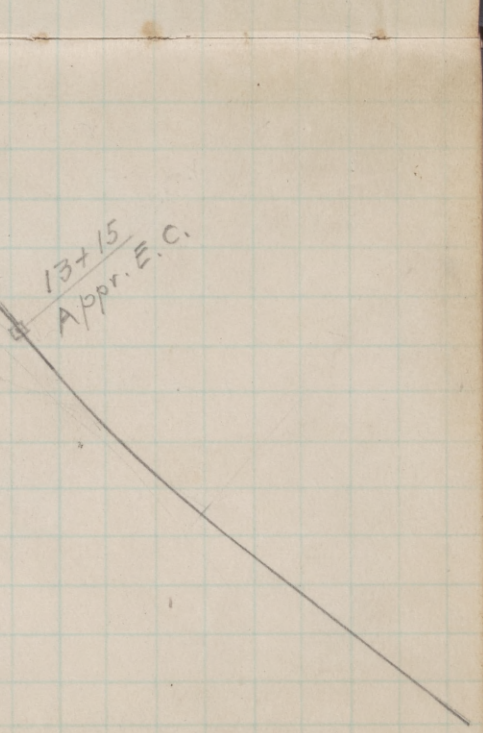
125+65 ℄ } Sta.
125+54 ℄



123+52 ± Pl' fence Lt.



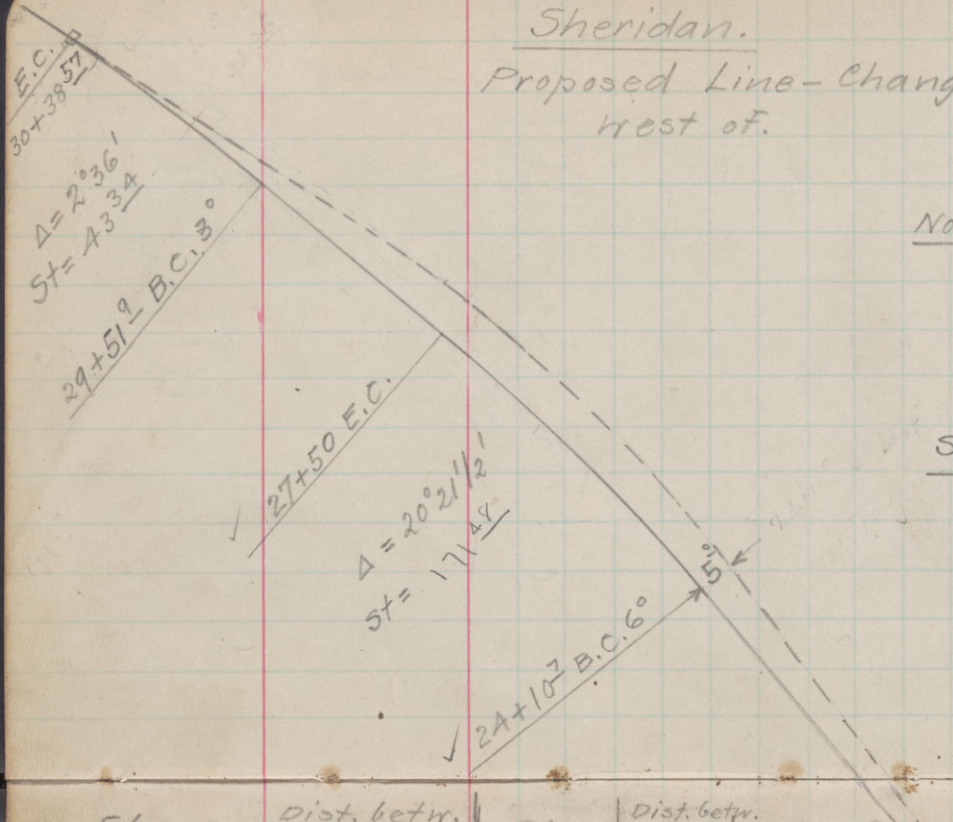
Sta.	Dist. betw. orig. & new ℄	Sta.	Dist. betw. orig. & new ℄	New ℄ to Edge of Bank on Rt.
25	$4\frac{5}{}$			
+50	$4\frac{4}{}$			
24+10	$5\frac{0}{}$	+38	$0\frac{0}{}$	$6\frac{6}{}$
23	$5\frac{1}{}$	30+10	$0\frac{1}{}$	$6\frac{3}{}$
22	$4\frac{9}{}$	+80	$0\frac{8}{}$	$6\frac{5}{}$
21	$3\frac{9}{}$	+51	$1\frac{7}{}$	$8\frac{0}{}$
20	$3\frac{6}{}$	29	$3\frac{6}{}$	$8\frac{5}{}$
19	$3\frac{2}{}$	+50	$5\frac{0}{}$	$11\frac{5}{}$
18	$2\frac{8}{}$	28	$5\frac{7}{}$	$11\frac{5}{}$
17	$1\frac{9}{}$	+50	$5\frac{4}{}$	$10\frac{0}{}$
16	$1\frac{5}{}$	27	$4\frac{3}{}$	$9\frac{7}{}$
15	$1\frac{0}{}$	+50	$4\frac{2}{}$	$9\frac{3}{}$
14	$0\frac{5}{}$	26	$4\frac{8}{}$	$9\frac{8}{}$
13+15	$0\frac{0}{}$	25+50	$5\frac{0}{}$	



Sheridan.

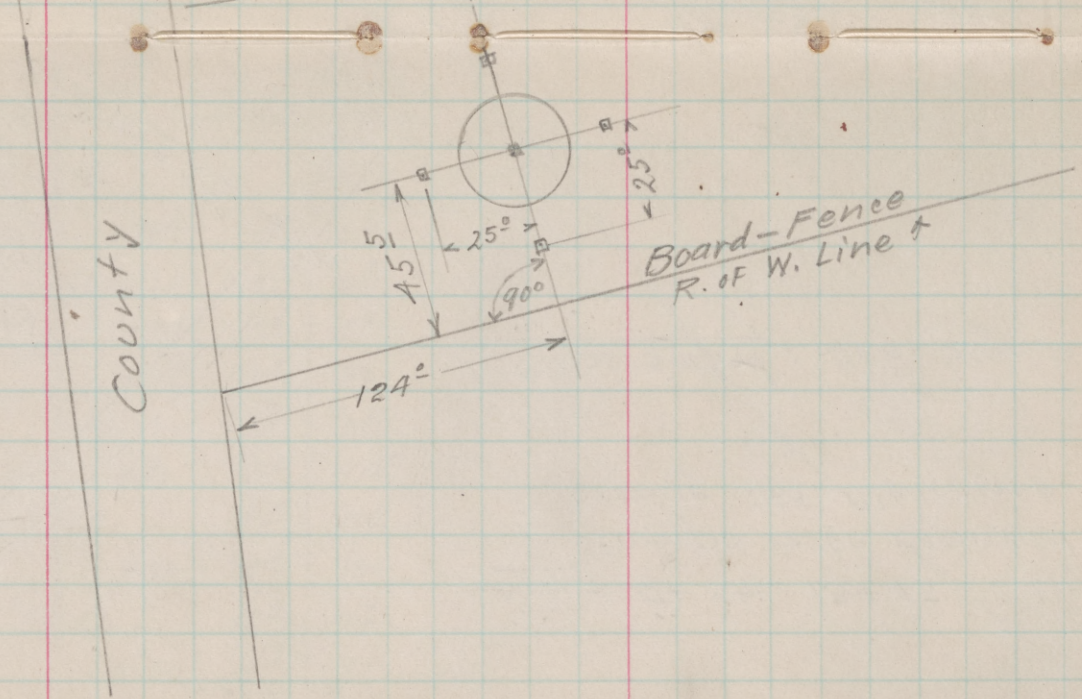
May 12th 1914

Proposed Line - Change
West of.



Note: at sta. 13+45 - 3 large stumps to be removed, to proride Std. Clearance.

Superseded: See page 18-19

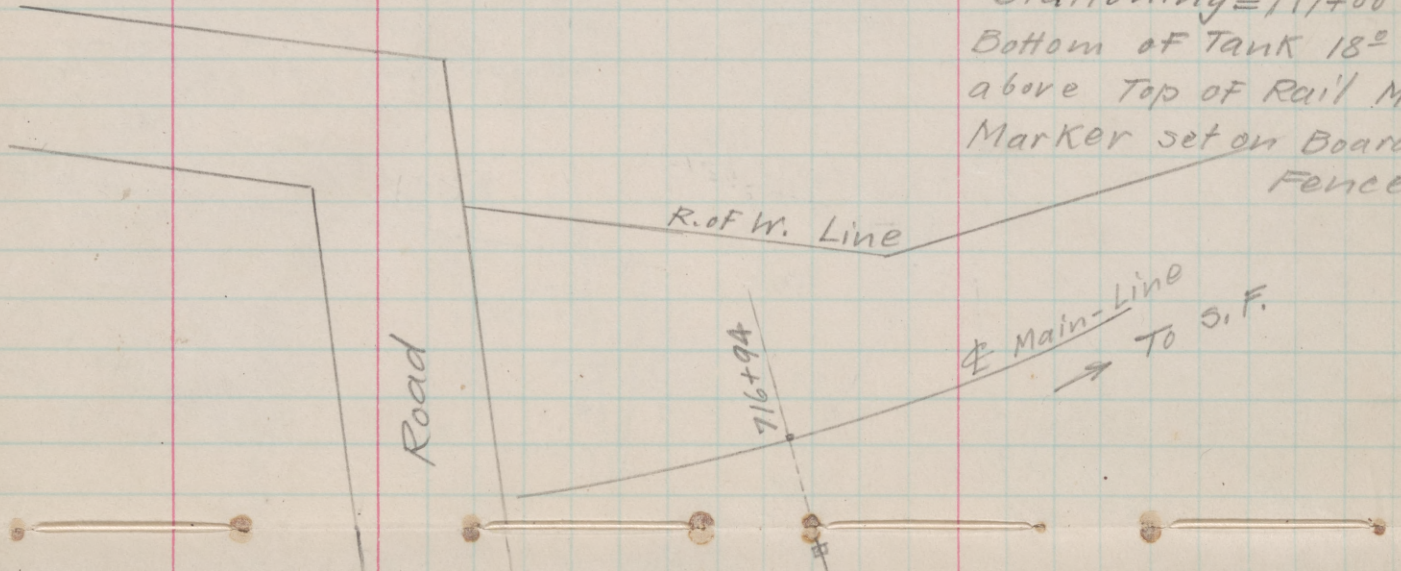

County
25'
25'
45'
90°
124'
Board-Fence
R. of W. Line

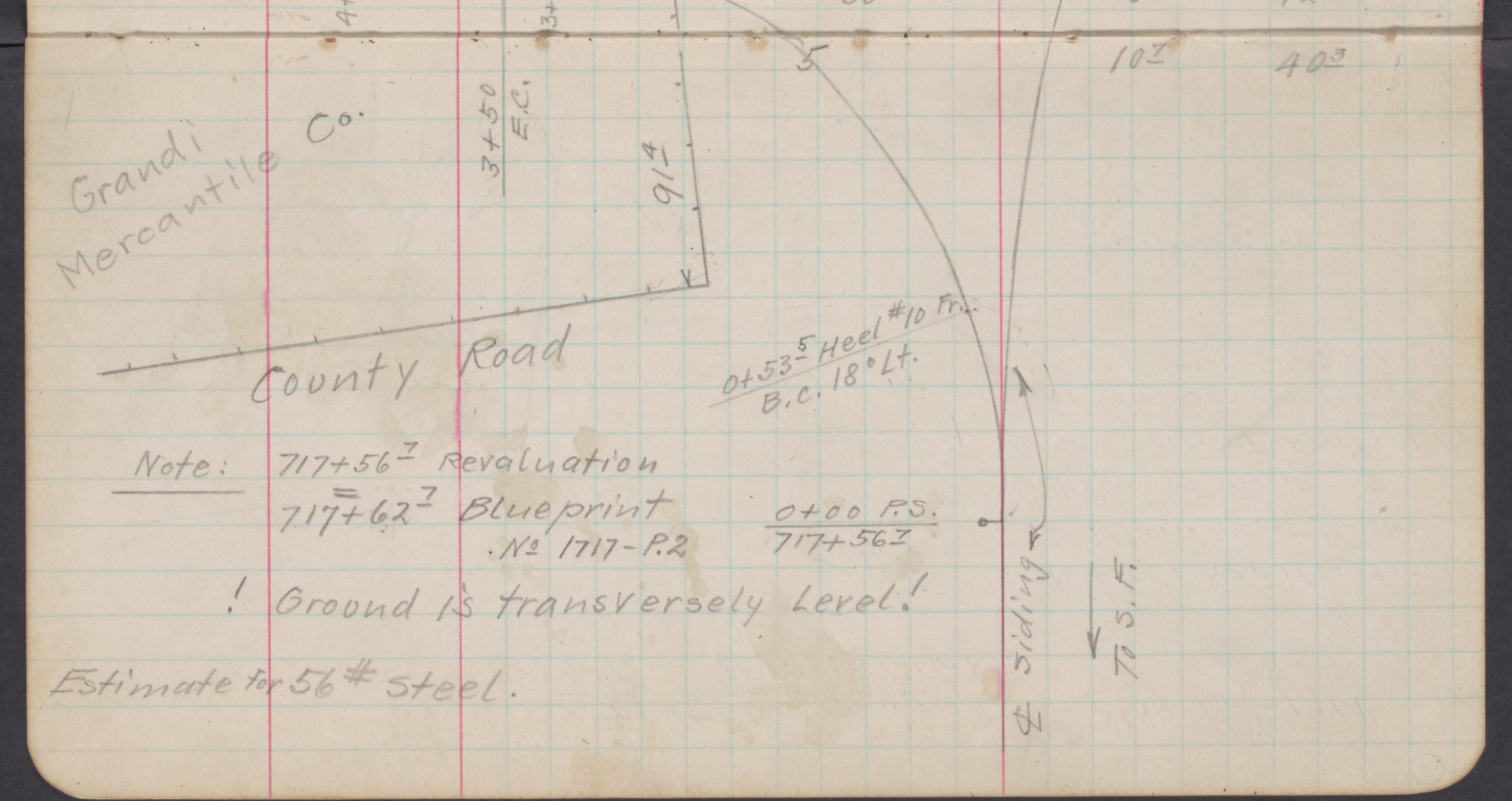
Point Reyes..

May 13th 1914

Location of Oil Tank.

Note: 716+94: Revaluation Stationing = 717+00
Bottom of Tank 18° above Top of Rail M.L.
Marker set on Board Fence.





Note: 717+56.7 Revaluation
717+62.7 Blueprint
No 1717-P.2

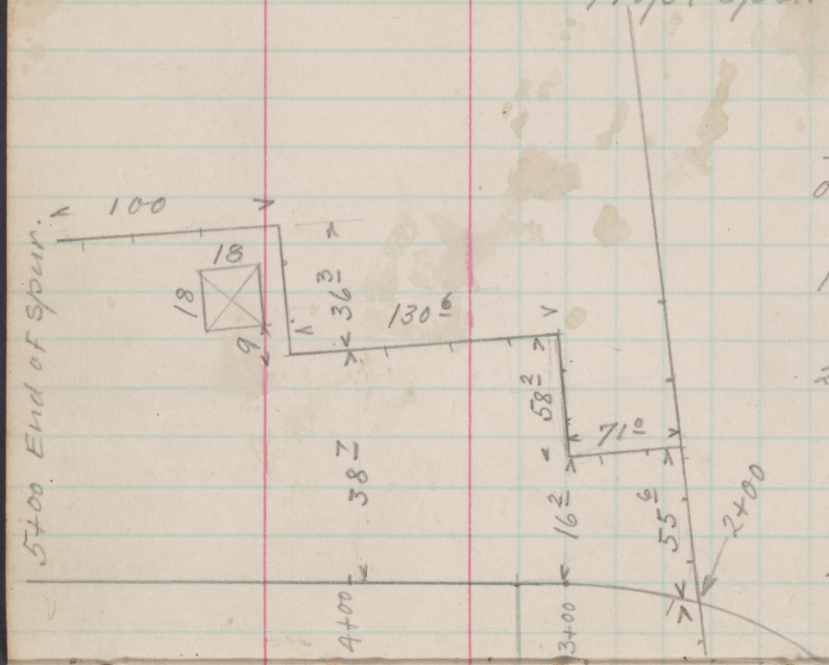
! Ground is transversely Level !

Estimate for 56# steel.

Point-Reyes.

Prop. spur for Grandi Mercantile Co.

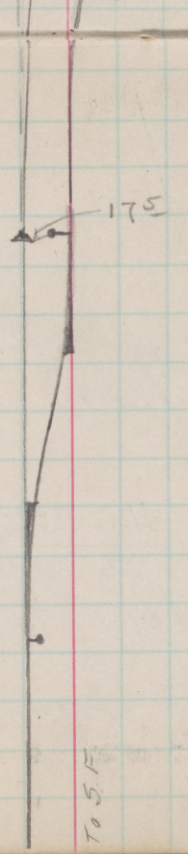
May 13th 1914



Sta.	+	⊼	−	Elev.
0+00	1.0	51.0		50.0 B.R. ass.
+53 5/10			1 3/10	49 7/10
1			3 8/10	47 2/10
+50			5 7/10	45 3/10
2			6 1/10	44 9/10
+50			6 6/10	44 4/10
3			6 9/10	44 1/10
+50			6 6/10	44 4/10
4			6 9/10	44 1/10
+50			8 6/10	42 4/10
5			10 7/10	40 3/10

606+08 3 P.S. X-over.

604+55 2 P.S.



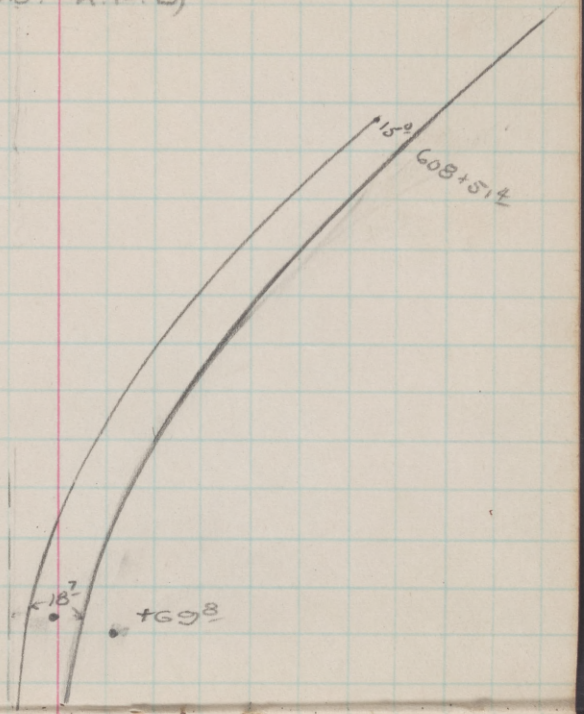
Fairfax Change of Spur. May. 1914.

(A.E.B. R.P.D)

608+51 4 End Spur.

Spur Extended 90 ft.

Also 90 ft. old spur thrown.



+69 8 Sig. 183-184.

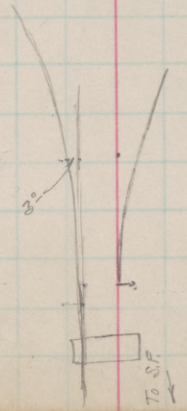
4

+50

3	E.C.	24°39'	I
2+76		23°37'	10² to Car Build.
2+50		20°24'	
2+24		12°11'	11² to Car Building.
2+00		16°09	Δ = 49°18'
1+50		11°54	St.
1+00		7°39	
+50		3°24'	
0+10²	B.C.	17° Left.	
0+00		Pt frog.	

717+87³ Left 15² = Pt frog. = 0+00

Pt Frog #9



57²

717+56.7 = 717+42.7 Pt Sw Main Line

Re Val.

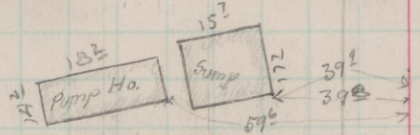
Pt. Reyes. Grandi Co's Spur. Alignment + Levels.

Sub Grade.	Top Rail	B.M.	+	⊼	−	Elev	
						50 00	Spike in El. Pole. L.H.B.C.
		0+00			2 00	51 86	Ground.
51 41	52 74	0+10			1 95	51 91	
50 66		+50			2 34	51 52	
49 91	50 74	1			4 00	49 86	
49 11		+50			5 15	48 71	
48 41	49 24	2			6 73	47 13	
		+24			7 25	46 61	
47 41		+50			7 46	46 40	
		+76			7 75	46 31	
46 41		3			7 77	46 09	
45 41		+50			8 31	45 55	
44 41		4			9 25	44 61	
43 41		+50			10 20	43 66	

Book 93 P. 12

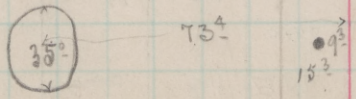
717+62.7 Pt. Sw. N.L. = 717+54.7 Roval

717+30° ℄ pump Ho.
+35.5 Rt Angles "
+26.6 P.I. Oil Sump.
+25.6 Rt ∠ "



717

717+00 ℄ Oil Tank.
716+99.5 ℄ Oil Column.

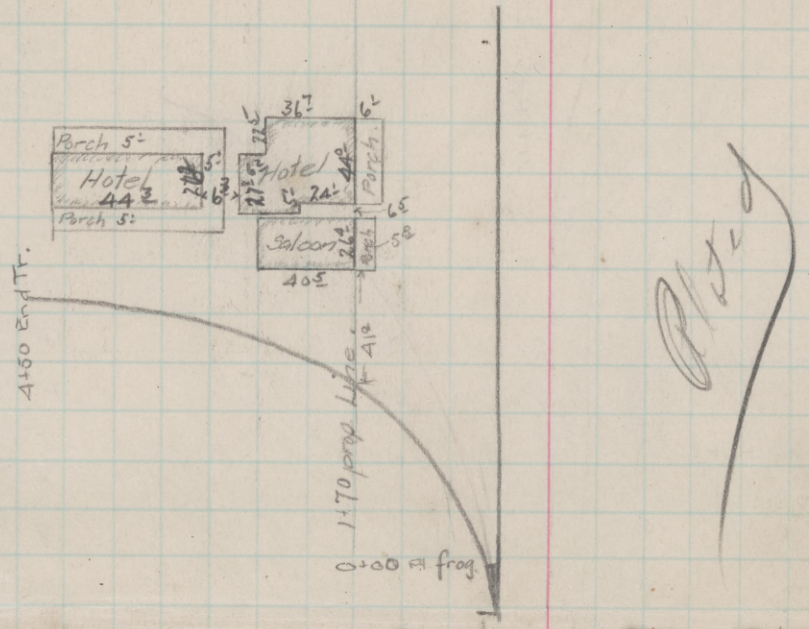


1

Proposed

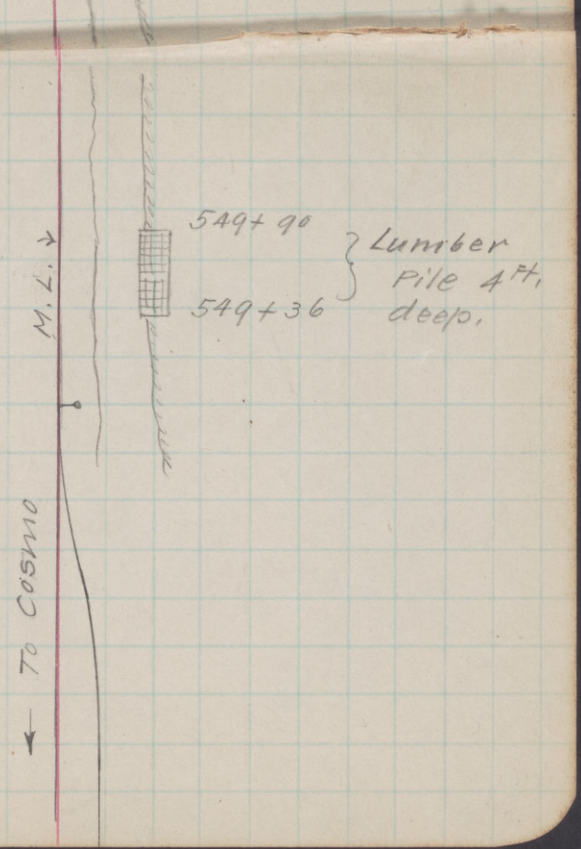
Point Reyes. Location Grandi Bldgs + Spur. 8

^ Cos Oil Tanks



Book 93 P. 17

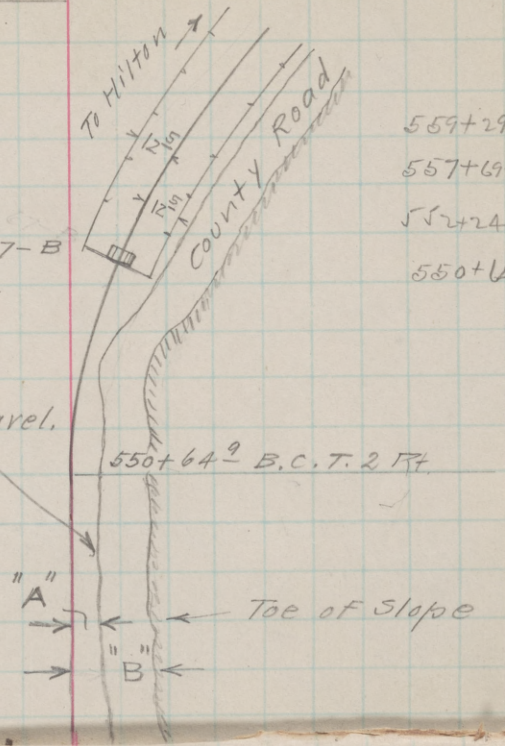
550+00		$9\frac{4}{}$	$20\frac{6}{}$
+75		$10\frac{7}{}$	$19\frac{7}{}$
+50		$12\frac{0}{}$	$21\frac{1}{}$
+25		$11\frac{8}{}$	$23\frac{4}{}$
549+00		$11\frac{4}{}$	$22\frac{4}{}$
$548+85\frac{28}{}$	P.S.	$11\frac{1}{}$	$22\frac{4}{}$



Cosmo – Hilton

June 27th – 14

	"A"	"B"
+24°	W.L. C.G.	67-B
553 + 25	14⁹	22⁶
553 + 00	10⁷	21°
52 + 75	8⁵	16⁸
+ 50	6⁷	17°
+ 25	6°	16⁴
552 + 00	5°	12⁴
+ 75	4²	12⁸
+ 50	4⁶	16⁵
+ 25	6°	18°
551 + 00	6⁴	21°
+ 75	6⁷	20²
+ 50	7°	19⁴
+ 25	7⁸	19°



551+50	$\frac{0}{0}$	$\frac{-0\frac{1}{4}}{}$ $\frac{+0\frac{1}{16}}{}$ $\frac{+3\frac{3}{18}}{}$ $\frac{+5\frac{3}{21}}{}$ $\frac{+9\frac{4}{27}}{}$	
+25	$\frac{0}{0}$	$\frac{-0\frac{4}{5}}{}$ $\frac{-0\frac{2}{18}}{}$ $\frac{+1\frac{3}{23}}{}$	1/2 : 1 Slope - Rock, can easily be picked after putting small shots.
551+00	$\frac{0}{0}$	$\frac{-0\frac{5}{5}}{}$ $\frac{-0\frac{8}{21}}{}$	1/2 : 1
+75	$\frac{0}{0}$	$\frac{-0\frac{4}{4}}{}$ $\frac{0}{20}$	
+50	$\frac{0}{0}$	$\frac{-0\frac{3}{4}}{}$ $\frac{+0\frac{1}{19}}{}$	• Power Pole $17\frac{9}{}$ clear
+25	$\frac{0}{0}$	$\frac{-0\frac{1}{4}}{}$ $\frac{0}{19}$	
550+00	$\frac{0}{0}$	$\frac{-0\frac{1}{4}}{}$ $\frac{-0\frac{9}{6}}{}$ $\frac{+0\frac{1}{21}}{}$	
549+15			• Power Pole $24\frac{1}{}$ clear

Cosmo – Hilton

June 27th – 14

+32.2							
553+25	0/0	-0.3/4	-0.9/6	+1.5/14	+1.8/23	+10.7/24	
553+00	0/0	-0.2/5	+1.1/7	+1.6/19	+13.5/27	1/1	Slope
+75	0/0	0/4	+0.8/7	+0.9/17	+12.7/25	1/1	Slope
+50	0/0	-0.1/4	0/17	+6.4/20	1½/1	Slope	
+25	0/0	0/4	0/17	+7/20	1/1	"	
552+00	0/0	0/4	0/12	+5.3/21	+10.7/24	1/1	"
Slide Loose Rock +75	0/0	-0.1/4	-0.4/13	+5.3/20	10.9/28	1/1	"

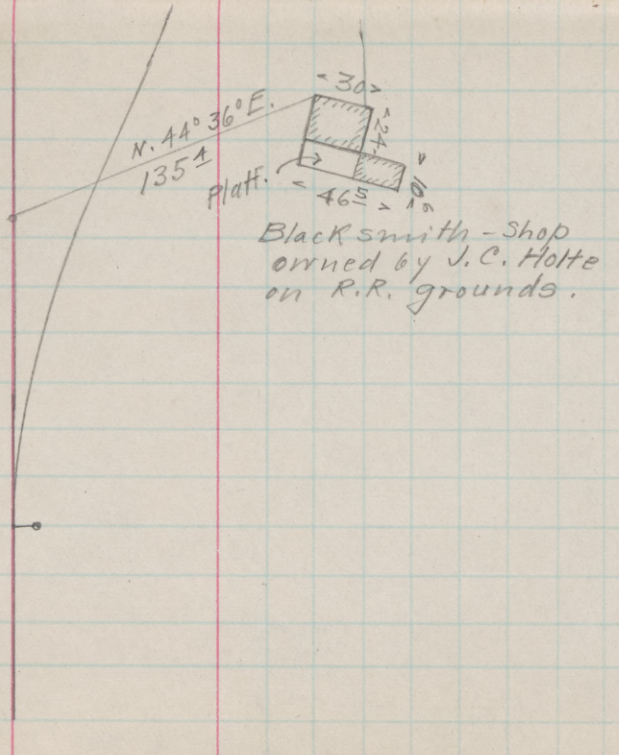
Abutment Area 6/3/14 (40 79) D.F.

● Power Pole 12.5 clear

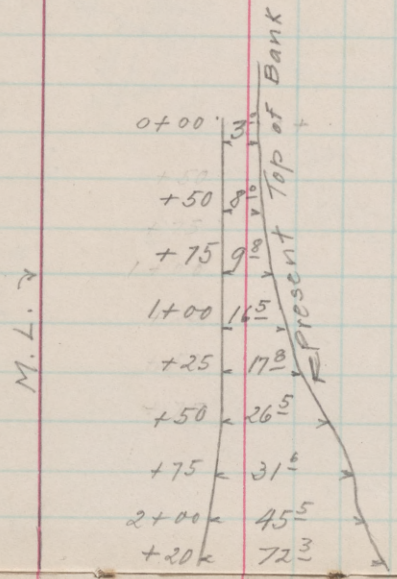
Note : B. R. El. 0.0

● Power Pole 17.3 clear

+20k 72 3/5


30
N. 44° 36° E.
135 1/2
Platf.
46 5/8
12 1/2
10 1/2
Blacksmith-Shop
owned by J. C. Holte
on R.R. grounds.
To S.F.

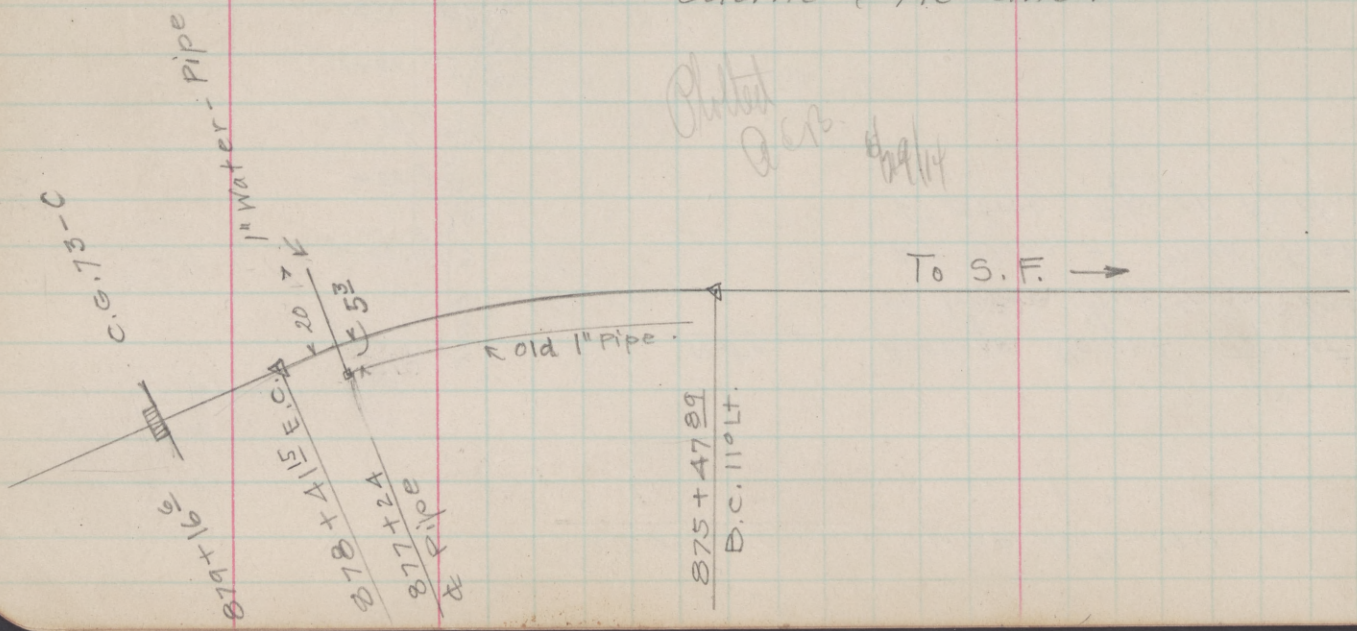
Cazadero. June 26th - 1914



Note: Average Height Top of Rail to Water Surface 12± Feet. At time of Flood Water was 6" above Top of Rail.

Guernewood – Park June 25th – 1914

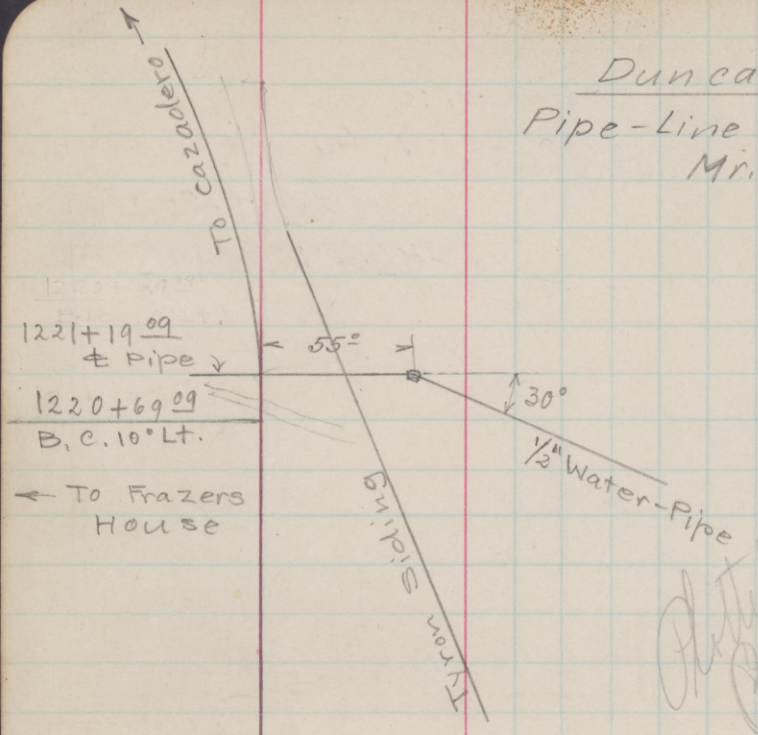
Pipe-Line Crossing For
Guerne & McLane.



Duncan Mills. June 26th 1914

Pipe-Line Crossing for
Mr. Fraser.

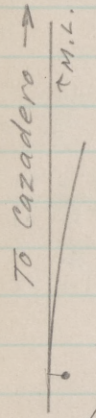
Note: End of Broad Gauge on Cazadero Line at Sta. 1215 + 72 82



Arthur Beals 6/29/14

Watson.

Spur 602 Ft. long



1447+45.17 Stake
4+23.2

1451+68.37 P.S.
[1451+70Z]

Chain to W.L. Depot 1458+81 55
[1458+84]

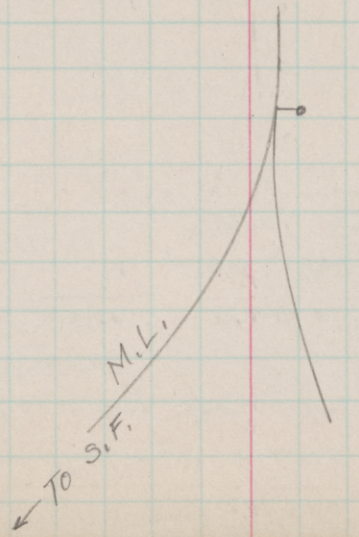
Elim Grove:

Spur 429 Ft. long.

W.L. Platf. 1550+01 ←
11+69Z

P.S. 1561+70Z
[1561+71 5 R.V.]

84.31 Mile



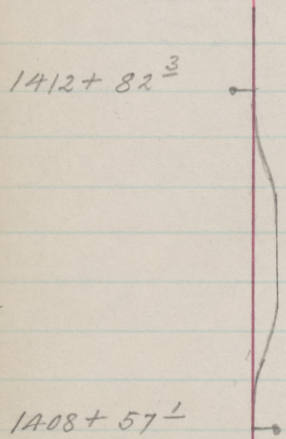
Duncan Mills - Cazadero

June 25th 1914

Location & Length of Spurs used by Lumber Co.

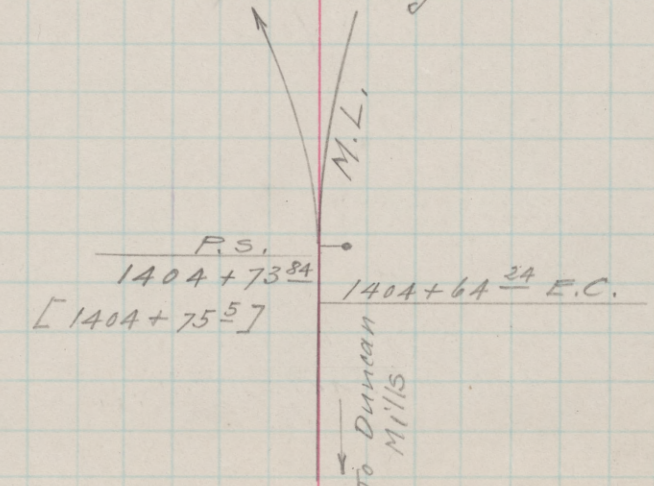
Kidd Creek Siding

428 E Ft. long



old School House Spur.

1042 Ft. long



Cassini.

Spur 409 Ft. long

To Cazadero

1269+62.36 △
-6.85
1269+55 51 P.S.
[1269+56 2]

Duncans

Spur 2237 Ft. long.

To Cazadero

1213+28.07 △
2+70.75
1215+98 82 P.S.

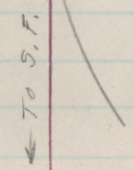
Austin Creek: (Not used by Lumber Co.)

Spur 646.5 Ft. long
257 Track Ft. stored
on Bank

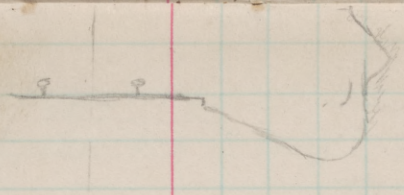
1285+81.64 E.C. △
60.1
1286+41.74 Sign Board
[1286+31]

1297+22.47 B.C. 5°25' Lt. △
−97.30
P.S. 1296+25.17

[1296+25.27]



Stt. 175 98



1564+53 3 C.C. 15° Lt.

1563+78 3 B.C. TA Lt.

1562+72 06 E.C.

Δ = 26°56½ St = 93½ Elm Grove

1560+88 37 B.C. 14°40' Lt. Spur.

See Millers Retreat Map.

Millers Retreat.

July 28, 1914

Accident (15)

Report.

+99.7 Where Brakeman Lay.

+87.2 ℄ Rock

+81.7 Where brakie bumped

1567 + 18.41 E.C.

1566+43.41 C.C.T4

Δ = 34°45"

10° High

5.2 → 5.75 →

Earth

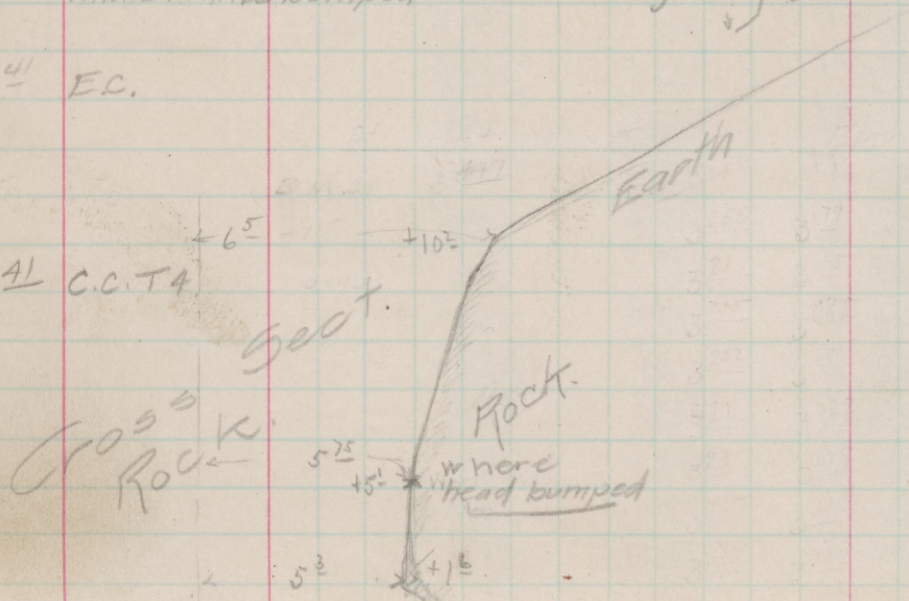
Rock.

where head bumped

Cross Rock

Pulled Bo

(1574+00 ℄ 5° Tree 5.7 clearance 1573+83.2 BC 13°30'4")



+65	3 152	2 425	10 295	10 522	
+80	3 142	2 908	10 205	10 539	
+95	3 060	2 857	10 387	10 590	
2 +10	3 105	2 722	10 342	10 726	
+25	2 912	2 675	10 535	10 772	
+40	2 853	2 61	10 554	10 837	
+55	2 782	2 53	10 665	10 917	
+70	2 75	2 487	10 697	10 96	
+85	2 665	2 401	10 782	10 946	
3 +00	2 63	2 355	10 817	11 092	
+15	2 6	2 322	10 847	11 125	
+30	2 525	2 307	10 872	11 140	
+45	2 605	2 305	10 842	11 142	
+60	2 6	2 385	10 847	11 062	
+75	2 522	2 37	10 925	11 077	
+90	2 561	2 425	10 886	11 022	
4 +05	2 56	2 45	10 847	10 997	
+20	2 55	2 47	10 897	10 977	

Millers Retreat

July 28, 1914

Accident sketch

(16)

Sta.	+	x	inside rail	outer rail	Elev. inner rail	Elev. outer Rail	13. M.
B.M.	3 447	13 441					10° Ass'd
1563+63	P.O.T.		3 255	3 179	10 192	10 268	Tape spike
+15			3 21	3 15	10 237	10 332	at P.C.
+30			3 235	3 082	10 212	10 365	
+45			3 207	3 05	10 245	10 397	
+60			3 21	3 022	10 237	10 425	
+75			3 23	3 015	10 217	10 432	
+90			3 265	3 01	10 182	10 437	
1+05			3 192	2 972	10 255	10 475	
+20			3 195	2 922	10 252	10 525	
+35			3 169	2 9	10 278	10 547	
+50			3 171	2 903	10 269	10 544	
+65			3 152	2 925	10 295	10 522	

Santa Rosa. Location Water Tank. (17)

July 30, 1914.

+ 70[7] ℄ Water Tank.

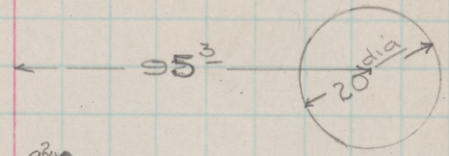
+ 45[9] Water Column.

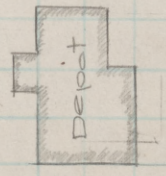
2754

2753

2752 + 43[8] W.L. Depot.

Pulled 10 B.



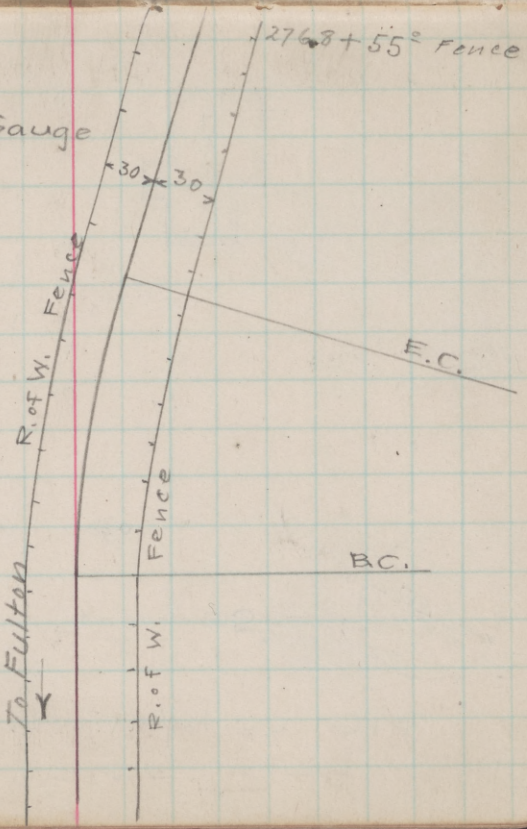


To San Francisco

Note: All distances etc.. on ℄ of Standard Gauge R.R.

2764+31.7	E.C.
2763+41.7	C.C. T-3
2761+78.37	C.C. 10° Rt.
2760+88.37	B.C. T-3
2751+23	W.L. Mesa Grande Depot

T.C. = 25°14'
St + t = 173.48



Sheridan.

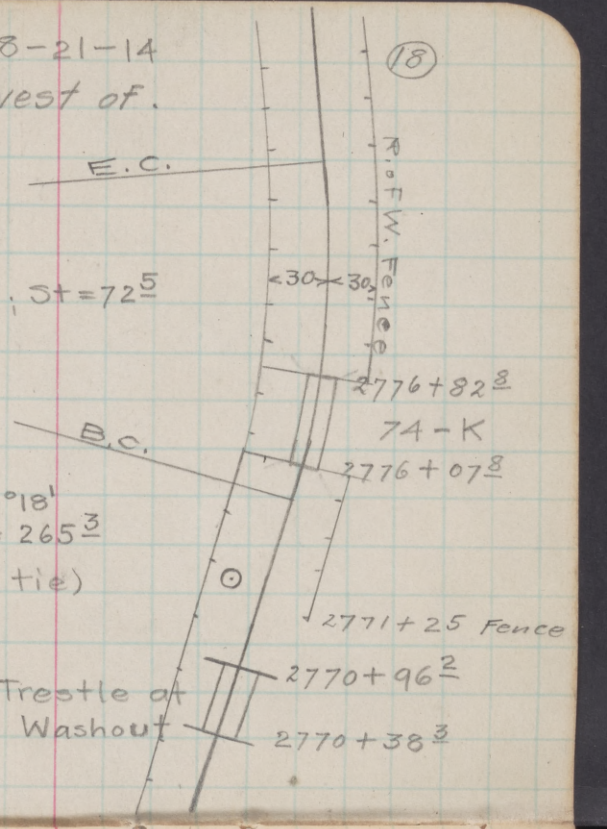
8-21-14

(18)

Proposed Line-Change west of.

Revaluation Notes		Prop. Change
2780+35 82	E.C.	
		2781+84 88 E.C.
2778+85 82	C.C. T-1½	2781+85 34 P.O.T. Δ=1°27'; St=72 5
		2780+39 88 B.C. 1°Lt.
2775+52 49	C.C. 4°30'Lt.	
T.C. 21°45'; St++t=319 84		2779+56 24 E.C.
2774+02 49	B.C. T-1½	2778+36 24 C.C. T-2
		2775+50 24 C.C. 5°Lt. T.C.=20°18' St++t=265 3
2775+35 5	℄ Water Tank	2774+30 24 B.C. T-2 (Nail in tie)

Plotted Ld 13 Aug 28 '14



+36 24	C.C.	1.44
2778		1.76
+45		2.71
2777		3.31
+50		2.81
2776+00		1.72
+50 24	C.C.	0.82
2775+20 24		0.49
+90 24		0.10
+60 24		0.18
2774+30 24	B.C.	0.19
2772+50		0.09
2770+96 2		0.00

on Trestle

Line Track toward River (Rt.)

Sheridan 8-21-14

Proposed Line - Change west of F.

Sta.		Distance Track has to be lined over. in Feet.
+84 88	E.C.	0.00
2781 +39 88		0.10
+89 88		0.64
+39 88	B.C.	1.45
2780		2.05
+56 24	E.C.	2.09
2779 +26 24		1.87
+96 24		1.56
+66 24		1.39

Line Track toward Hill (Lt.)

Note: All distances on ℄ Standard Gauge Tr.

Plotted 8/25/14

2813 + 04 $\frac{04}{}$

2812 + 08 $\frac{64}{}$

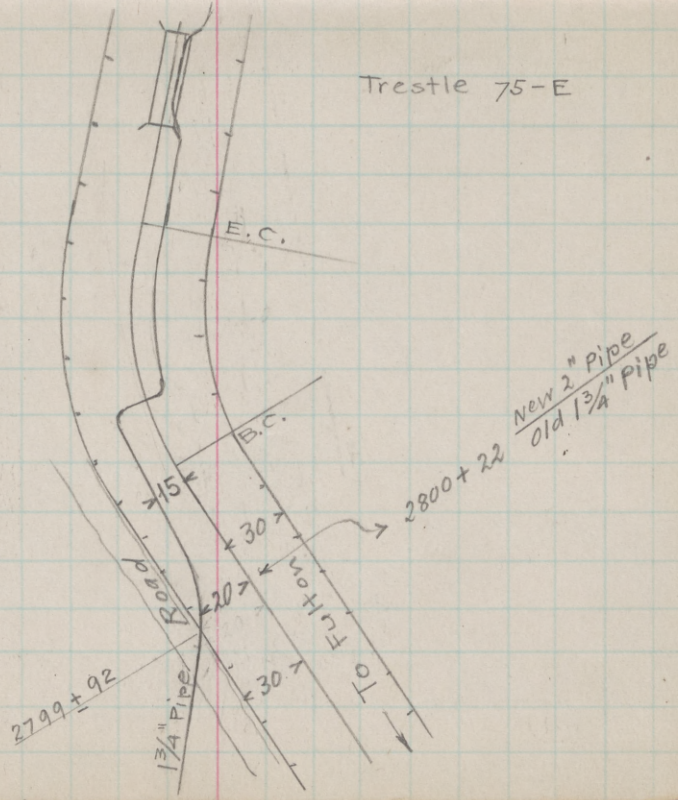
2811 + 40 $\frac{24}{}$ E.C.

$\Delta = 12°11\frac{1}{2}'$; St = 152 $\frac{98}{}$

+73 $\frac{15}{}$ Pipe-Line X-ing

2808 + 35 $\frac{45}{}$ B.C. 4° Rt.

Note: From Pt. where pipe crosses R. of W. there is 100 Ft. ± old 1¾" pipe; then about 800 Ft. new 1¾" pipe; then ½ mile ± old 2" pipe to springs.



Moscow Cottage

Pipe-Line From cottage to Springs.

8-22-14

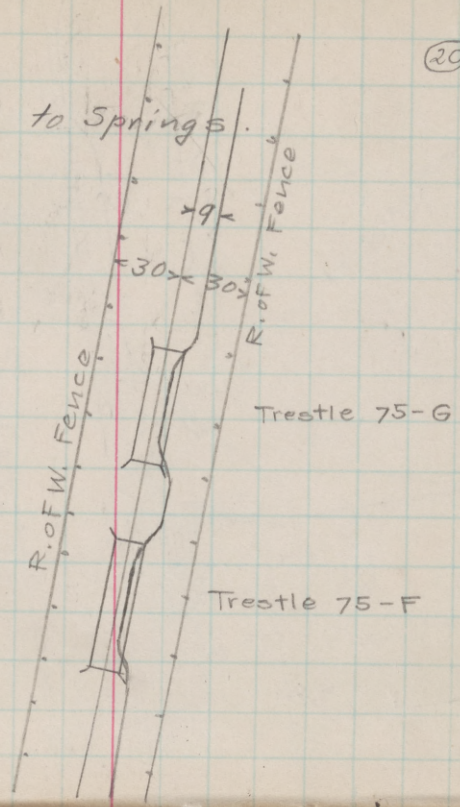
2819+29 79

2818+33 09

2818+15 New & old pipe connected

2817+35 59

2815+76 19



2820+69$\frac{6}{-}$ W.L. Depot

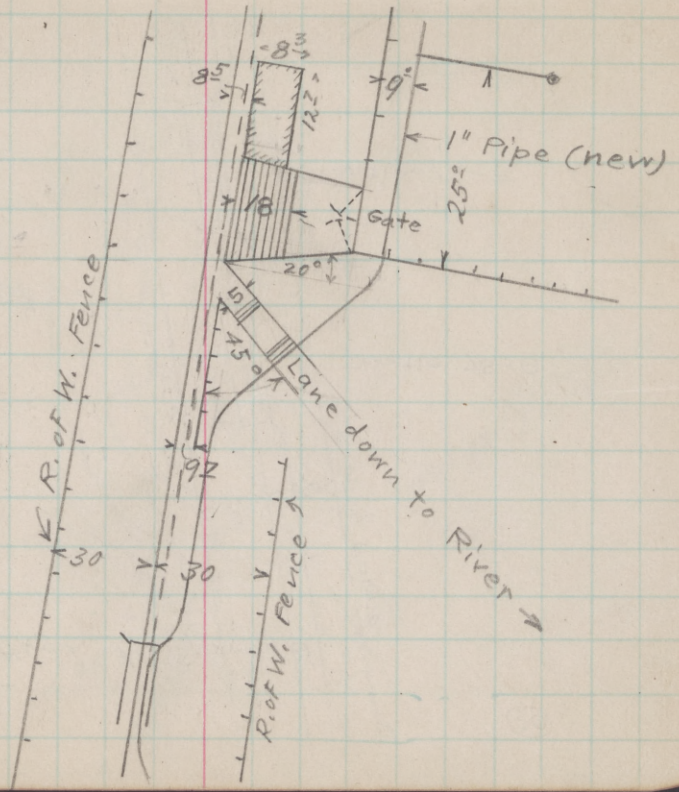
+52$\frac{4}{-}$ Fence Corner

2820+43$\frac{4}{-}$ Fence Corner

2820+14 Fence

2819+29$\frac{79}{-}$ E.L. 75-G

2819+14 End of old Pipe (1") (Not used)



Moscow Cottage.

Pipe Line From cottage to Springs.

8-22-14

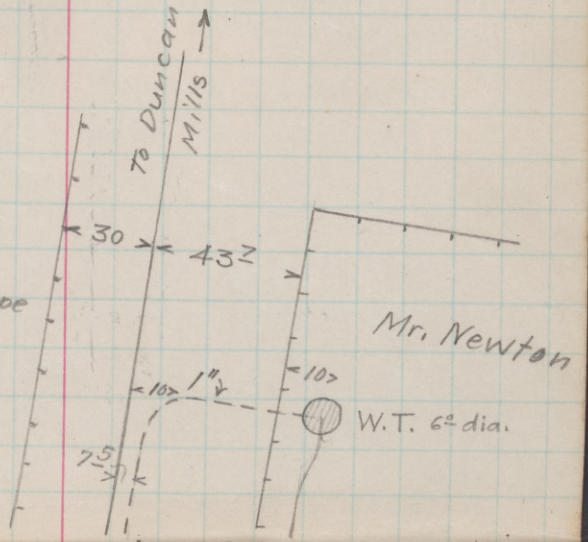
Note: Old pipe-line shown in dotted lines.

Pipe across Tr. 75-E has been renewed. At about Sta. 2811+88 - 1" pipe changes to 1¼" pipe.

2824+19 Fence Corner

Sta. 2803+30 1¼" pipe/2" pipe

2821+34 ± ℄ W.T.



18 +84.7 R.W. Box. 1 x 1½ x L 80°

18 +80.4 L1 Δ P.O.T.Ry. = P.O.S.T (Stat. Highway Curve. 189.2 ft. from P.I.

18 + 73.0 ting Sign 14.2 to Left.
+69.8 East End 10 ft Slat C.G. = 10-B
+59.2 End P Rail
+56.1 Point in Tie

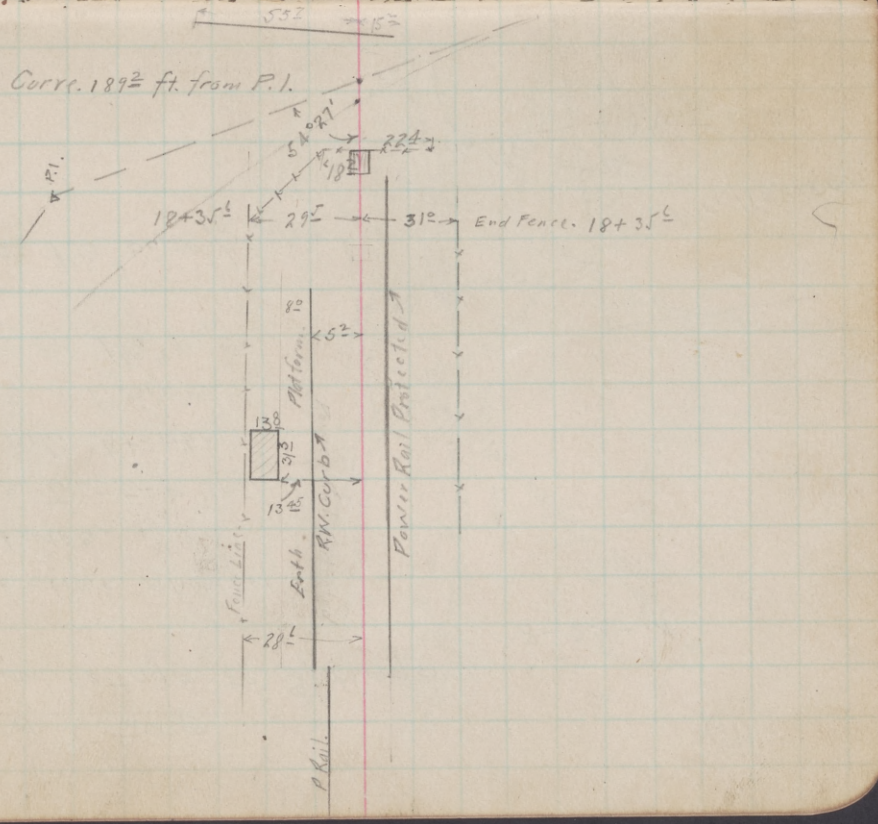
18 +34.7 End Platform Curb.
~~End P Rail~~

17+74.3 Pole. 11.2 Left.

16+88.6 West Line of Depot.

15+92.2 Brake in With of Platform 8.0 to

12+92.8 West End Platform
+89.5 P Rail on Left
+81.8 P Rail on Right



Union High School. - Station -

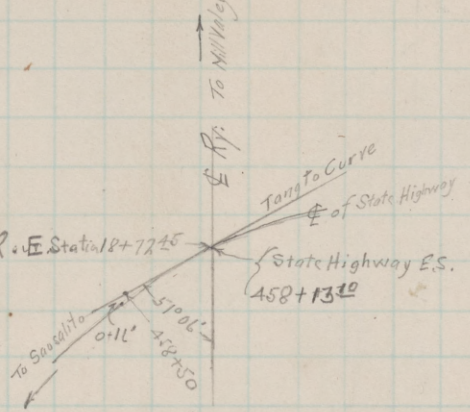
State Highway. Crossing.

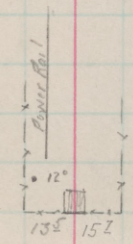
Noted by F.H. Gilman.
A.E. Bolander
Aug. 26-1914.

Plotted by A.E.B. 8-27-14

P.C. 455+81.0
R. 3970 3°
Δ 11°58'L.
S+ 416.5
P.C.C 464+10.4

829.44 L.C





	+63.2	Beg Power Rail.
	+57.0	℄ Pole. Left. 12°
19.	+54.0	W.L CG 10ft Slat. 10-C

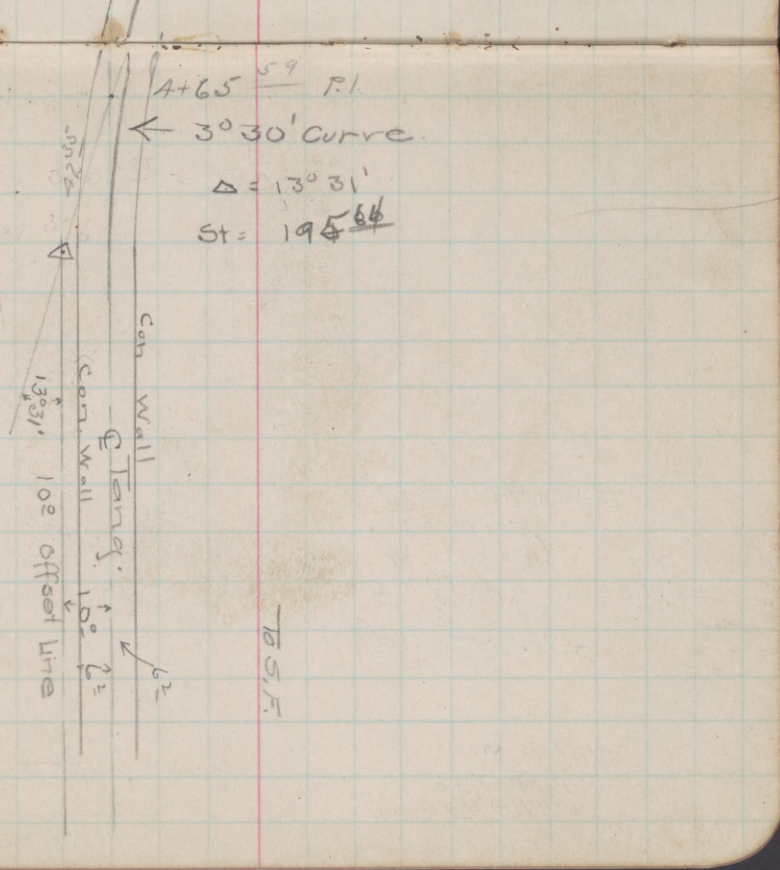
18	+84.2	P.W. Box 1x1½ x

2+09 " " " Lt. 1' High

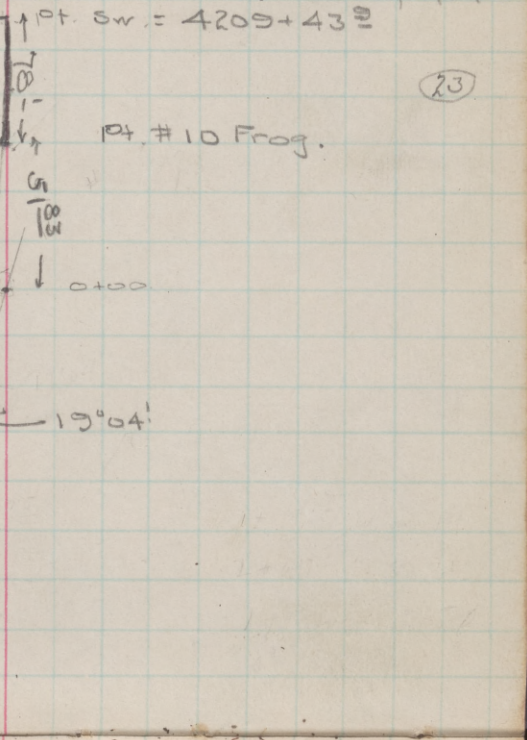
3+16.7 Wall Rt + Lt 2.5 High.

4+18 Wall 3.5 High Same on through

5+07.94 P.I.



Asti Winery Spur Alignment - East end. Oct 5, 1914.



0+00 : P.I. Tan + ℄ M.L.

1+46 75 △ Nail on Tang.

1+86 83 △ Nail on Tang.

1+91 7 Bg. Con. Wall Rt. 1° High 6½ Clearance.

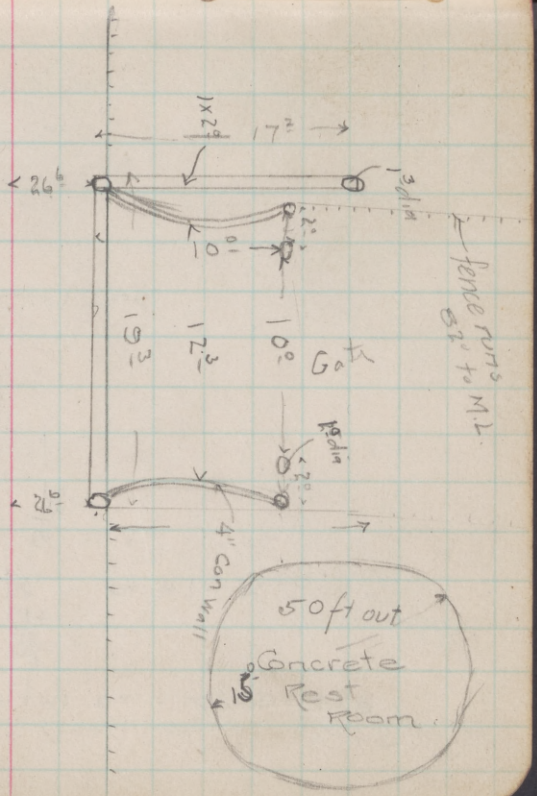
2+09 8 " " " Lt. 1° High

Pompeian Entrance.
Asti.

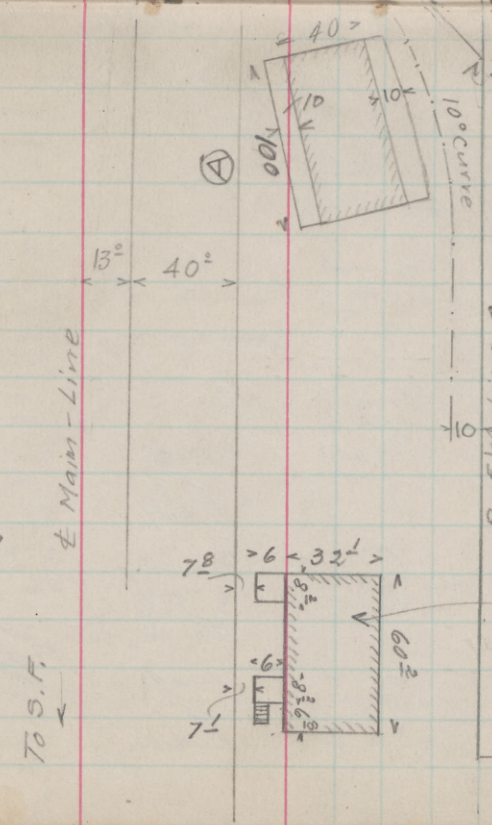
Plotted
V.F.G.
10/12/14

A206+66 ± Column of Gate

A206+52 ± ℄ Con. Rest Room 50ft out.
15'-0" dia.



(15 Ft. Trestle)

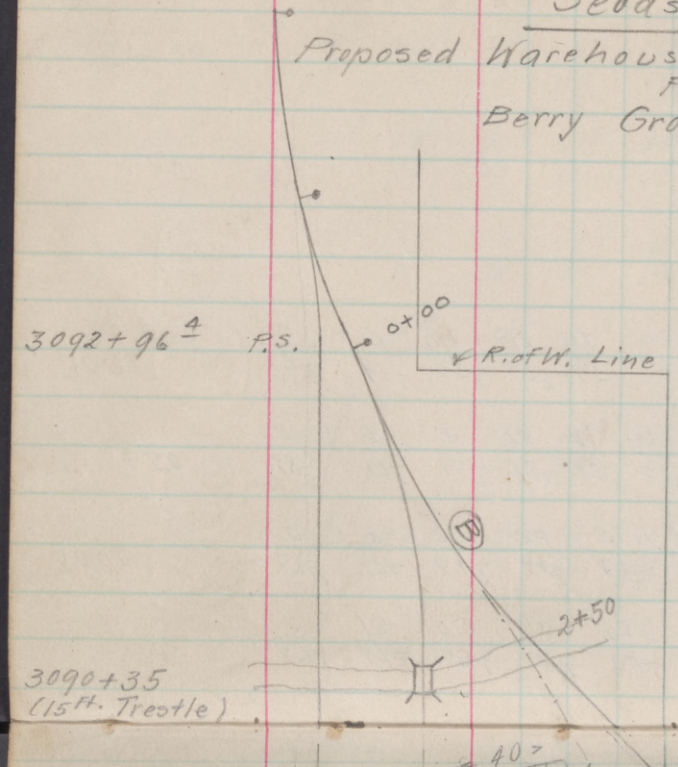


Sta.	⊼	—	Elev.
0+00	-70.307	4.6	65.7
+50		4.4	65.9
1		4.4	65.9
+50		5.2	65.1
2		4.9	65.4
+50	64.6 Bottom of Creek	4.6	65.7
3		5.0	65.3
+50		5.4	64.9
+95		5.4	64.9
+50		6.2	67.8
3090		5.1	67.9
+50		5.5	68.3
3091		6.3	67.5
+50		7.1	66.7
3092		7.7	66.1

B T.R. Levels Spur

Sebastopol. Oct. 9th 1914

Proposed Warehouse & Track-Facilities For Berry Growers Association.



Plotted Map 10/12/14

T. R. Levels over Track (A) opp. Sta. on M. L.

Station	+	⊼	−	Elev.
B. M. Spike in Gum Tree Rt. Sta. 3088+40				70.0 Assumed
3086	3 79	73 79	4 1	69 7
+50			4 3	69 5
3087			4 7	69 1
+50			5 3	68 5
3088			5 7	68 1
+50			6.0	67 8
3089			6.0	67 8

+50	$\frac{67^{8-}}{0}$	$\frac{67^{5-}}{13}$	$\frac{65^{1-}}{23}$	$\frac{64^{4-}}{40}$	$\frac{64^{1-}}{52}$	$\frac{64^{0-}}{78}$
3090	$\frac{67^{9-}}{0}$	$\frac{67^{6-}}{8}$	$\frac{64^{9-}}{20}$	$\frac{64^{7-}}{34}$	$\frac{64^{7-}}{51}$	$\frac{64^{7-}}{66}$
+50	$\frac{68^{3-}}{0}$	$\frac{67^{5-}}{5}$	$\frac{65^{9-}}{10}$	$\frac{65^{2-}}{23}$	$\frac{65^{3-}}{41}$	$\frac{64^{6-}}{60}$ $\frac{65^{5-}}{87}$
3091	$\frac{67^{5-}}{0}$	$\frac{67^{3-}}{7}$	$\frac{65^{2-}}{14}$	$\frac{65^{2-}}{33}$	$\frac{65^{1-}}{61}$	

Sebastopol. 6ct. 9th 1914

3086 + 10	$\frac{69^{7}}{0}$	$\frac{68^{9}}{16}$	$\frac{68^{2}}{30}$	$\frac{67^{8}}{52}$	$\frac{67^{8}}{67}$	$\frac{67^{3}}{85}$	$\frac{67^{3}}{100}$
3086 + 50	$\frac{69^{5}}{0}$	$\frac{68^{3}}{20}$	$\frac{67^{4}}{40}$	$\frac{67^{2}}{61}$	$\frac{66^{7}}{90}$		
3087	$\frac{69^{1}}{0}$	$\frac{67^{9}}{18}$	$\frac{66^{2}}{28}$	$\frac{67^{1}}{39}$	$\frac{66^{7}}{62}$	$\frac{66^{4}}{81}$	$\frac{66^{3}}{95}$
3087 + 50	$\frac{68^{5}}{0}$	$\frac{67^{5}}{7}$	$\frac{67^{0}}{37}$	$\frac{66^{8}}{53}$	$\frac{66^{9}}{74}$	$\frac{66^{2}}{90}$	$\frac{66^{1}}{100}$
3088	$\frac{68^{1}}{0}$	$\frac{67^{7}}{13}$	$\frac{66^{2}}{22}$	$\frac{65^{6}}{33}$	$\frac{65^{9}}{41}$	$\frac{65^{8}}{55}$	$\frac{65^{2}}{73}$	$\frac{64^{7}}{85}$	$\frac{65^{2}}{100}$
+ 50	$\frac{67^{8}}{0}$	$\frac{66^{8}}{15}$	$\frac{65^{8}}{23}$	$\frac{64^{8}}{44}$	$\frac{64^{7}}{60}$	$\frac{64^{6}}{78}$	$\frac{64^{5}}{95}$		
3089	$\frac{67^{8}}{0}$	$\frac{67^{7}}{8}$	$\frac{67^{0}}{20}$	$\frac{64^{7}}{41}$	$\frac{64^{5}}{50}$	$\frac{64^{6}}{67}$	$\frac{63^{8}}{85}$	$\frac{63^{6}}{100}$		

Plotted. HEB
10/12/14

B.M. Screw Head S.E. Freight House. Elev. 11.297

1949	$9^{38}/_{00}$ ✓	$8^{932}/_{28}$ ✓	$8^{3}/_{67}$ ✓	$8^{57}/_{103}$ ✓		
+50	$9^{34}/_{00}$ ✓	$8^{81}/_{28}$ ✓	$8^{2}/_{60}$ ✓	$8^{48}/_{103}$ ✓		
1948	$9^{185}/_{00}$ ✓	$8^{1653}/_{28}$ ✓	$8^{1}/_{58}$ ✓	$9^{07}/_{88}$ ✓		
+50	$9^{11}/_{00}$ ✓	$8^{787}/_{17}$ ✓	$8^{0}/_{58}$ ✓	$9^{02}/_{88}$ ✓		
1947	$9^{07}/_{00}$ ✓	$8^{967}/_{17}$ ✓	$8^{412}/_{38}$ ✓	$7^{9}/_{68}$ ✓	$8.86/112.5$	
+50	$8^{907}/_{00}$ ✓	$8^{767}/_{90}$ ✓	$8^{364}/_{39}$ ✓	$7^{8}/_{78}$ ✓	$8.977/112.5$	
1946	$8^{782}/_{00}$	$8^{241}/_{39}$ ✓		$7^{7}/_{78}$ ✓	$5^{957}/_{112.5}$	
+55	$8^{507}/_{00}$	$8^{054}/_{39}$ 5.293 ✓		$7^{6}/_{78}$ 5.747		

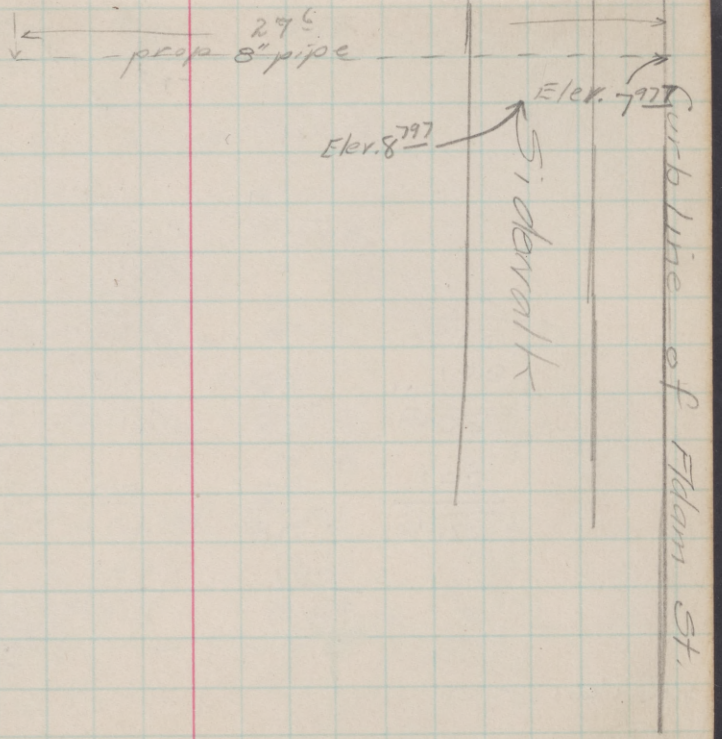
Petaluma ~ Grade Sections for Fill (27)

Behind Depot. Oct. 19, 1914.

0+00 = Curb line 47 ft from ℄ Main Line.

1952+39 Prop Line	10 272/00 ✓	9 953/42 ✓	9 617/86 ✓	9 462/103 ✓	
1952+00	10 26/00 ✓	9 668/37 ✓	9 246/63 ✓	8 93/83 ✓	9 322/103 ✓
1951+50	10 1/00 ✓	9 523/37 ✓	9 117/63 ✓	8 8/83 ✓	9 282/103 ✓
1951	10 94/00 ✓	9 448/37 ✓	9 032/63 ✓	8 7/83 ✓	8 857/103 ✓
+50	9 942/00 ✓	9 11/52 ✓	8 6/83 ✓	8 797/103 ✓	
1950	9 83/00 ✓	9 002/52 ✓	8 5/83 ✓	8 72/103 ✓	
+50	9 6/00 ✓	9 105/33 ✓	8 4/79 ✓	8 56/103 ✓	

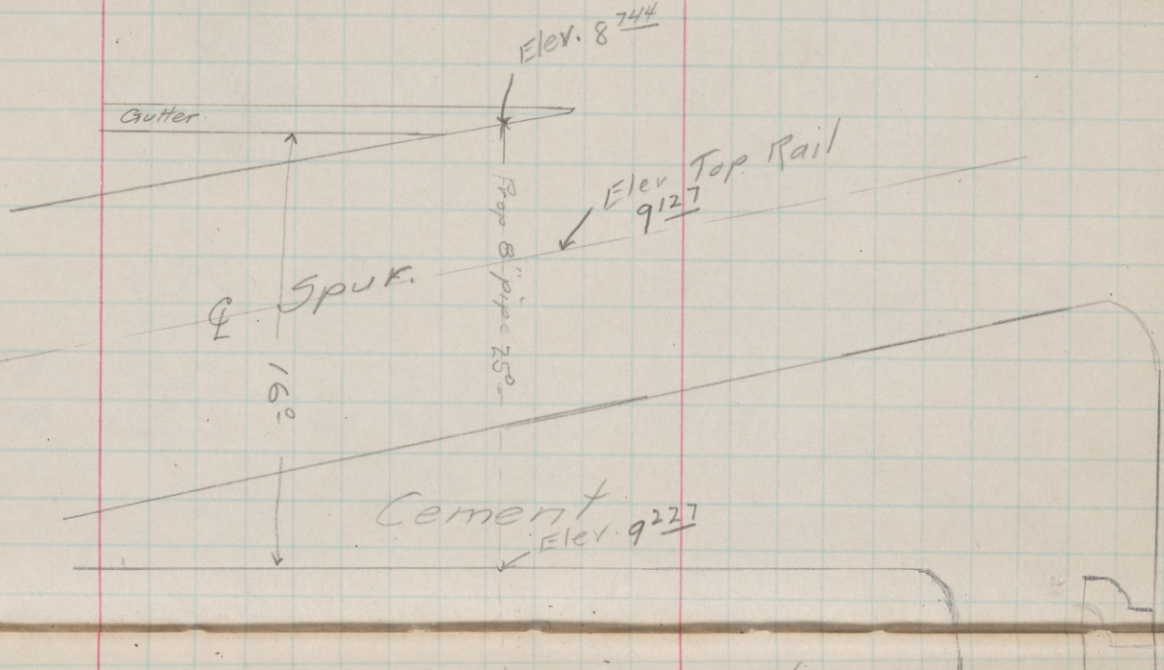
Proposed Roadway

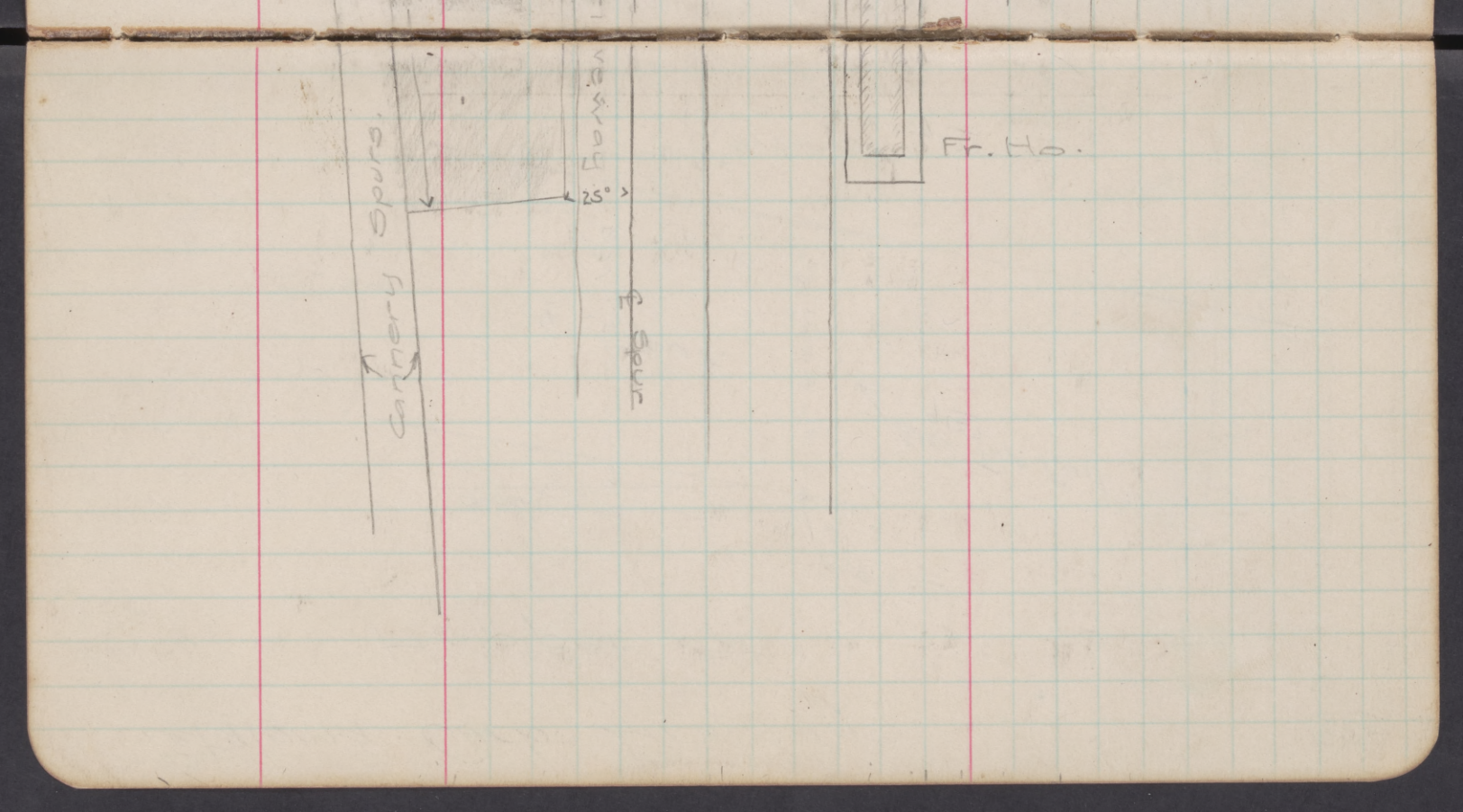

27 L.f.
prop 8" pipe
Elev. 7.97
Elev. 8.97
Sidewalk
Curb line of Elam St.

Petaluma. Curb Drainage.

13.347
1.603
4.744
4.22
9.127
4.55
4.797
5.33
7.997

Hopper St.

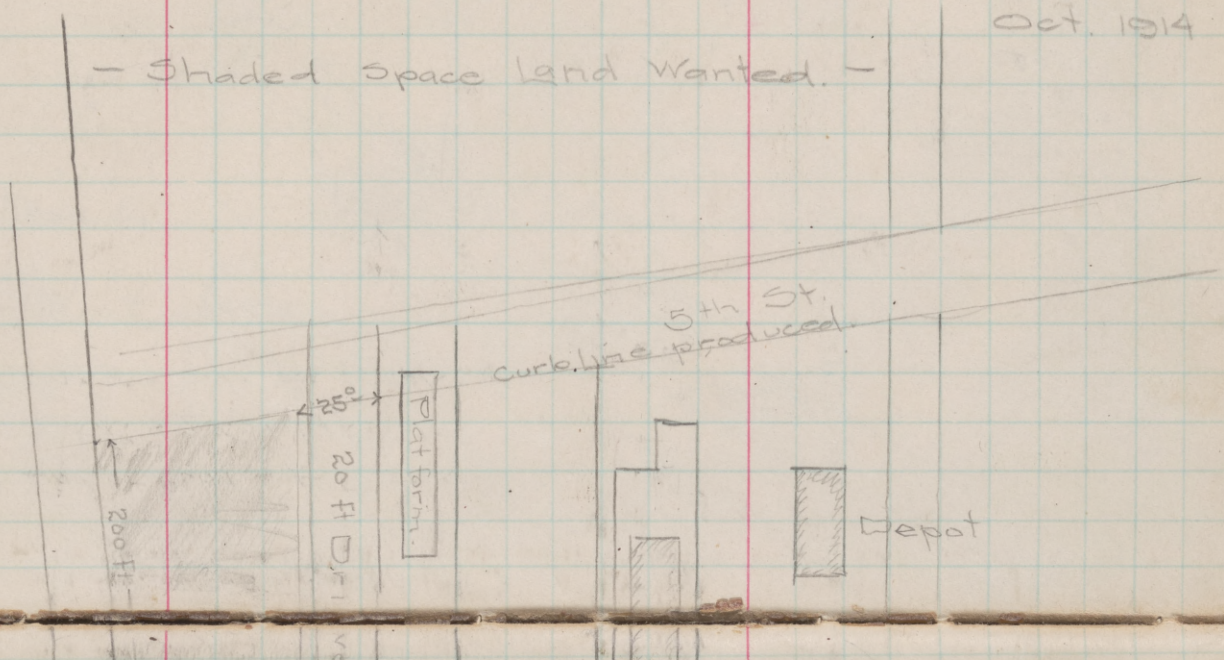



Fr. Ho.
Corner Spurs.
25°
Spur

Santa Rosa. (29)

Lease For City St. Improvement Co

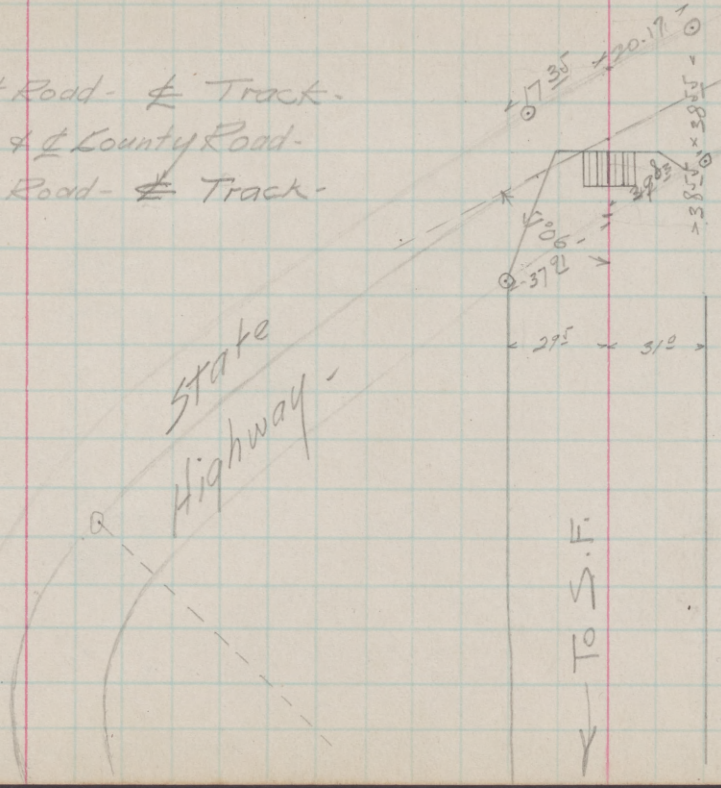
Oct. 1914



19 + 11.00 P.I. Line of Road - ℄ Track.

18 + 72.45 P.I. ℄ R.R. & ℄ County Road.

18 + 33.90 P.I. Line of Road - ℄ Track.



37204
5223
13.5
18.52

37204
31.
37204
111612
1153324
31.0
3572.53

12849.5
31
12849.5
3854.85
4124.245
39.83

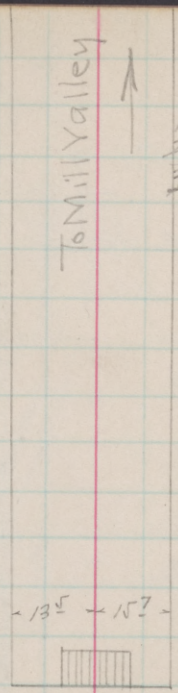
(30)

UNION HIGH SCHOOL -

Showing Stated Location for
New Fence Corners At
HIGHWAY XING

See Page 22 For Further Xing Data -

W. J. Richards
{ - W. Andrews
{ S. L. Berry -



128495
295
642475
1156455
256990
37916 25

.37204
15.7
260428
186020
37204
5.84702 28 - 28
15.7 57°06'
21.54

51°06'
38°54'

1.38495
38.54850

.37204
13.5
186020
111612
37204
13.5

1+73 ± 11°15'
1+65 - Approx. Sta. of opening under Grade.
S.T. 88

2+40 ± P.I. Δ = 26°10' Rt

1+58 ± B.C. 5° Rt

1+28 ± E.C.

1+20 Approx Pt of Fence Xing

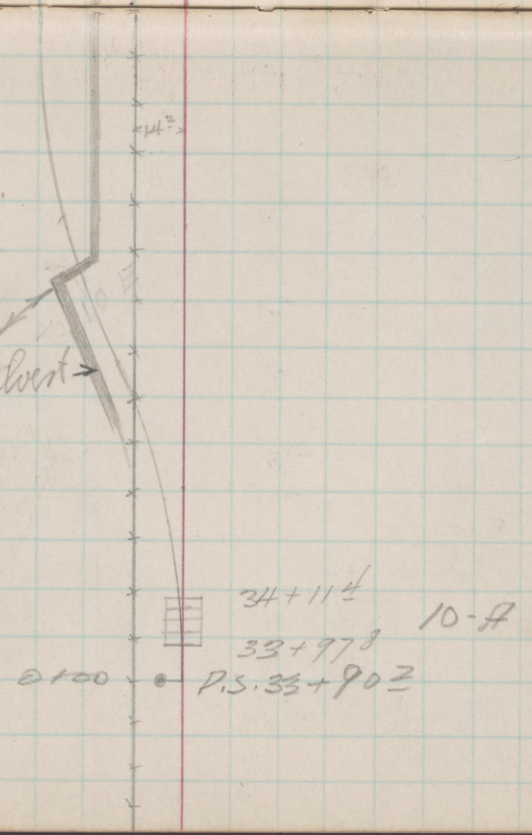
0+78 ± B.C. 11° Lt

0+68 ± P.F.

0+35 ± P.T.

0+07 ± N.L. Trestle 10 ft

0+00 = 33+90 ±



MILL VALLEY BR.

Locust Ave.

6+00 End of Track - Off to fence Rt 11.5

5+89.5 Tel. Pole - Off Rt. 9°

5+25 off Rt to Rt of W. fence - 12.6

4+44.4 Tel. Pole. off Rt - 8.6

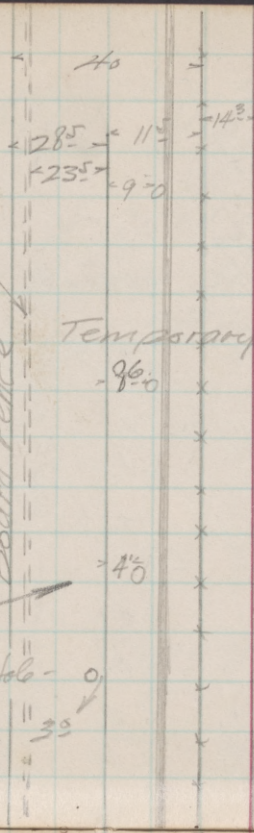
3+23.1 E.C. 0°00'

2+97.5 Tel. Pole 4° Rt.

2+73 3°45' Tel pole to Be Moved

2+40.6 offset Lt to Old Man Hole 3°

2+23.1 7°30'



Temporary - Spur to Serve State Highway Contractors - O'Brien Bros.

To Be Moved - 1 Pole -

Grading Negligable -

300 Cu. Yds. Grade & Surface

W. T. K.

S. W. Andrews

G. L. Berry

10-27-11

3+23		4.9	99.0	30' to Board Fence	35' Out to Edge 3' Board Walk	99.7 / 12	99.0	98.5 / 9	95.7 / 11
3+75		5.2	98.7			99.4 / 12	98.7	98.0 / 7	95.6 / 9
4+25		5.2	98.7			99.5 / 12	98.7	98.0 / 4	95.7 / 7
4+75		5.0	98.9			99.4 / 12	98.9	98.2 / 5	95.9 / 7
5+25		5.2	98.7			99.5 / 13	98.7	98.0 / 5	96.0 / 7
		5.4	98.5			99.5 / 13	98.5	98.0 / 5	96.1 / 7
6+00		5.4	98.5				98.5	97.9 / 5	96.1 / 7

32

100.00 Assumed Ele - T. of R. N.E. Trestle 10ft 33+97.8

MILL VALLEY BRANCH.

3.87 10.3.87

LOCUST AVE.

Temporary. Spur to Serve State Highway Contractors.
O'Brien Bros.

0+00		4.2	99.7							
0+68		4.2								
0+78	B.C. 14+.	4.5		Level section						
1+28	E.C.	5.4		"	"					
1+55.8	B.C.	5.6		Level section						
1+73		5.6	98.1	99.0/10	98.1	98.1/4	95.4/8	95.5/10	95.4/11	
		↓								
2+23		5.2	98.7	99.4/12	98.7	97.7/10	95.6/15	95.6/18	97.2/21	
2+73		4.8	99.1	99.7/17	99.1	98.3/10	95.6/13	—		

0+62½ P.F. #10 Narrow Guage Frog. Spring

0+79± P.F. #10 Main Line Spring

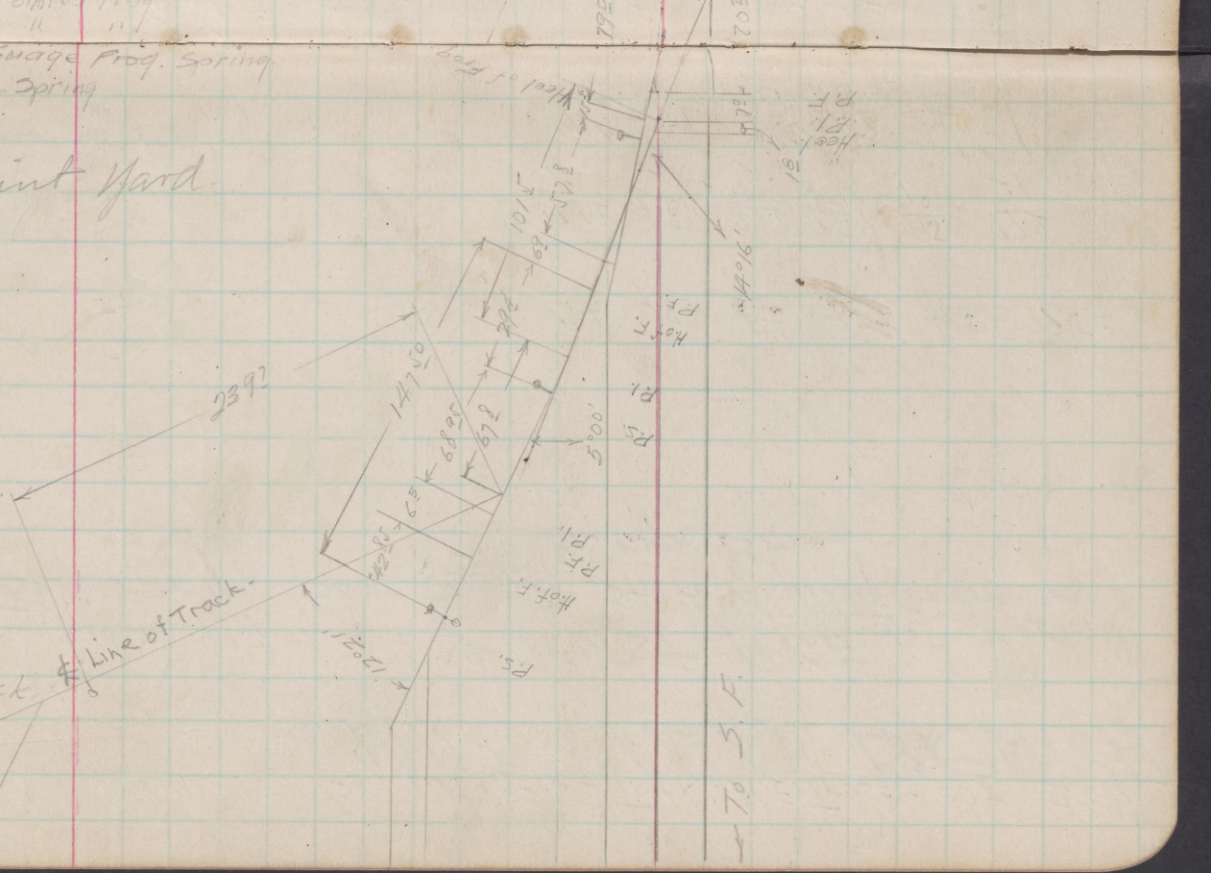
0+86± P.I. 14°16' Rt.

1+04⅔ P.S. Lead to Paint Yard.

1+88 P.I. 5° Rt

2+55⅔ Δ 12°21' Rt.

4+92± P.S. Paint Track



PINE

Existing

Location of Tracks At

East End Shop Yard.

10-29-1

Angle Line Over Tangents N.T.R.

Andrews & Payne

Further Notes Page 34 -

See New Layout " 35 -

Pine Depot

To Eureka →

47+280 ~ 5.7

47+176 ~ 10

792

794

202

33

2+41½	N.P. Xover Frog	335 Rt	19⅜	56½	56¾	57	25		25 Feet
2+36½	E.P.	" "	" "						
1+97⅜	P.S.								
1+88	Δ 5° Rt.								
1+75			9⅝	35⅝	27.4	26	30		28 "
1+62½	P.F. 335 H.	#7½							
1+64			9.7	28½	20.7	30	30		28 "
1+37½	W.P. Xover Frog.								
1+32½	P.N.G. Cross Over Frog 05 Rt		14⅜	42¼	30⅜	44	30		28 "
1+10									
1+04⅜	P.S. 3° Rt.								
0+86¼	Δ 14°16' Rt.								
0+79¼	P.N.L. Frog #10								
0+62¼	P. of N.G. Frog #10								
0+50½	W.P. Xover Frog #9								
0+45½	E. " " "								
0+41			17.5	50'	29.5	74	25		24 "
0+09¼	P.S.		29.0	48	45.0				
0+00	W.L. of Pine Depot								14 "
0-45									
0-60									

Level Section
Slough -

- PINE -

Sections Taken Showing Toe of Bank Top of Bank and Roadway With Reference to Angle Line Shown on Page #33

10-29-44 N.J.E.

{ Andrews - Payne -

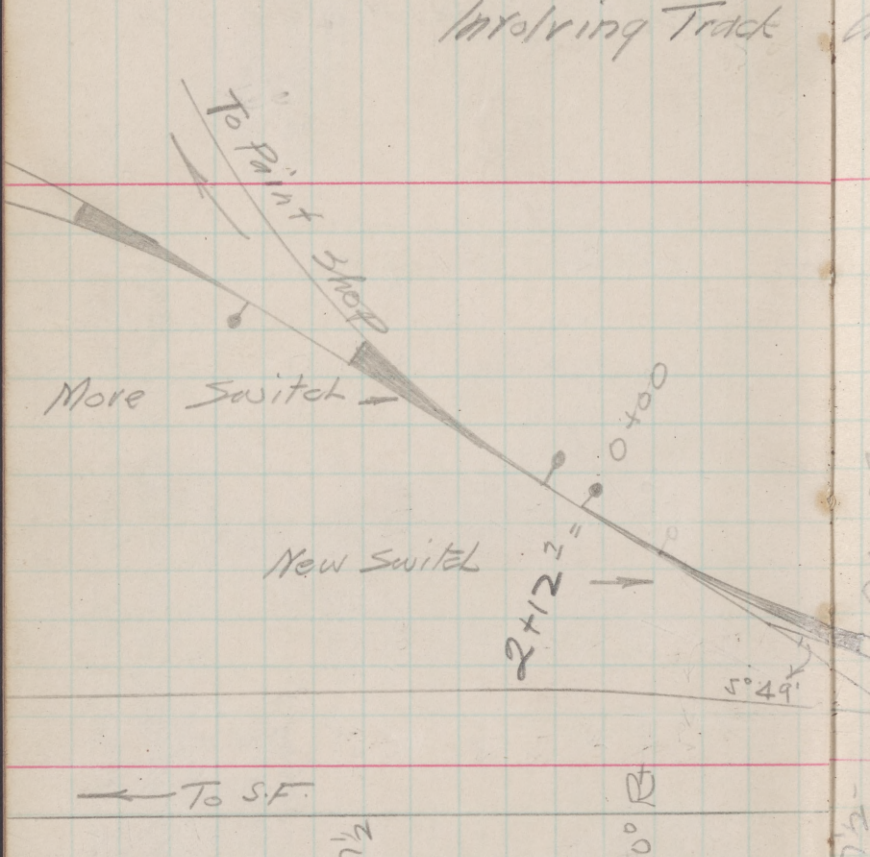
NOTE - See Plan Page 33

See New Layout " 35

	Offsets Toe Bank	Fence	Top of Bank	Road Edge of	Road Width	Approx. Height of Bank Above Top of Rail
5+00	17	47.5	49.8	50	18	19 Feet
4+92.5 P.S. Paint Truck						
4+50	26.5	57	57	57	18	21 "
4	27	63.9	68	68	18	22 "
3+50	28	67.2	67.2	69	20	23 "
3	25	62	60	62	24	24 Feet
2+66.8 P.T. #7 to on Line						
2+55.8 Δ 12°21' Rt						
2+52.5 N.G. Fig #8 0.9' Rt.						

Paint Ho. Track.
Involves 12° & 8° Curves. PROPOSED

MASON
Involving Track



Fine

D Spur to SERVE DISTILLERY. Co-

changes At East End Shop Yard

W. H. Richards

W. Andrews

S. L. Berry

10-31-12

0+70	00/00	00/5	+1°/5²	+0³/15	+9°/51	+9°/69	+12°/100				
0+40	00/00	00/50	+1°/5²	-0¹/43	+3³/55	+4³/67	+14⁷/90	10°/132	15⁷/153	22/175	
0+25	00/00	00/5	+1°/5²	-0⁴/45	-1°/60	-0⁴/94	-0⁴/104	-1°/132	+4°/147	+9°/165	+14°/225
0+00=x	00/00	00/50	+1°/5²	+1°/12°	-11²/25	-9²/55	-7⁸/105	-2⁹/106	00°/129	+2³/158	+2⁶/206

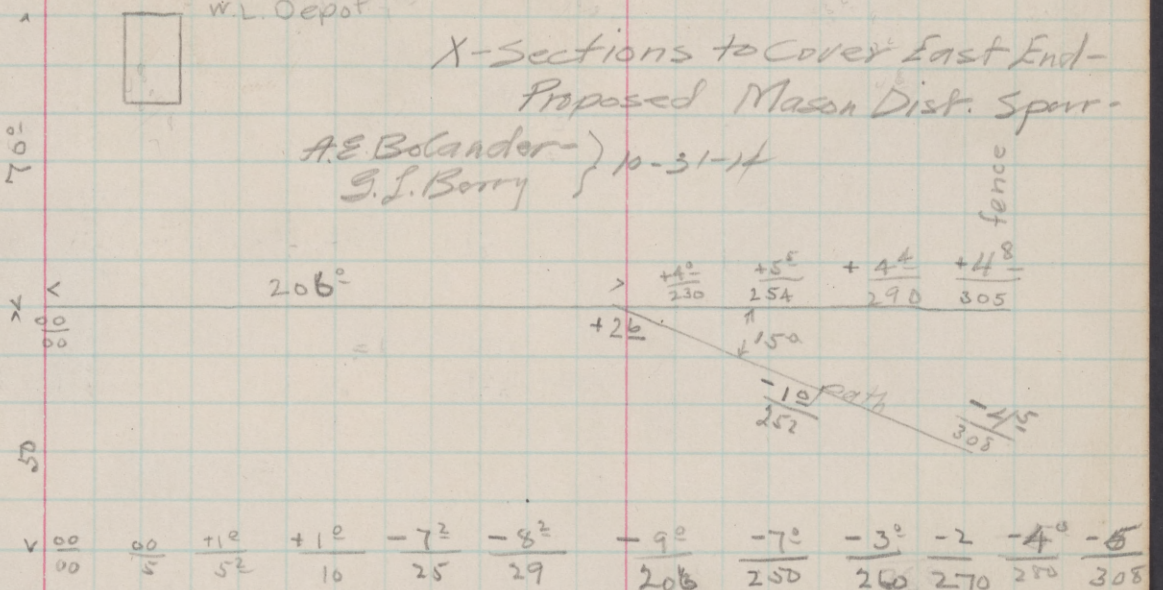
Fence.

See sketch

70 ft. East from W.L. Depot.

(36)

- PINE -

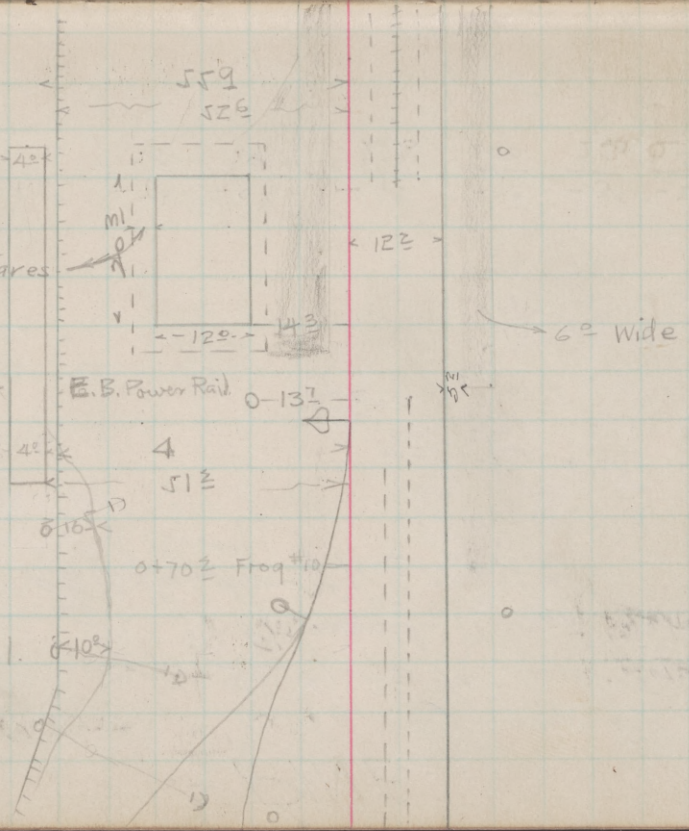

W.L. Depot
X-Sections to cover East End -
Proposed Mason Dist. Spur -
A.E. Bolander -
G.I. Berry
10-31-14
160'
50'
206'
fence
path
+4.0 230
+5.5 254
+4.4 290
+4.8 305
+26
150'
-10 252
-4.5 308
00 00
00 5
+1.2 5.2
+1.0 10
-7.2 25
-8.2 29
-9.0 206
-7.0 250
-3.0 260
-2 270
-4.0 280
-5 308

2+80 End of R of W. Fence -

2+45 Turnstile
2+40 End of Steps. Clearance 559
2+38 Tel. Pole 27 Rt 15 Wires
2+28 - Beg Power Rail & & Fence -

2+09 W.L. Depot
2+02 - Beg. Platform Lt (Dirt)
2+01 Pole - & Platform - on Right (Wooden) &
2+00 P.S.

1+70 E. Bound Power Rail -
1+68 End of Stairs (1+82 Tel Pole Clear. 81)
1+57 Anchor 19 Lt
1+51 Commercial Tel. Pole 49 Lt -
1+05 P.S. to Paint Shop -
0+98 Tel. Pole - 27 Rt 12 Wires
0+91 Tel. Pole - 47 Lt Commercial.
0+87 Anchor 24 Lt -
0+55 Angle Fence - 49 Lt.
0+45 Commercial Tel. Pole 58 Lt
0+31 Anchor 34 Lt
0+08 Tel. Pole 10.4 Lt 5 Wires



37.

- PINE - · Station Plan -

11-3-14

W. H.R.

{ Andrews
Berry -

6+36 End Platforms - & Fence -

5+99 Tel. Pole - 13 ± Lt

5+83 ± Pipe Line - 5 Pipes - 6" - 3" - 4" - 2½" - 1½" - 3' Below Top of R.

5+97 Tel. Pole - 27° Rt

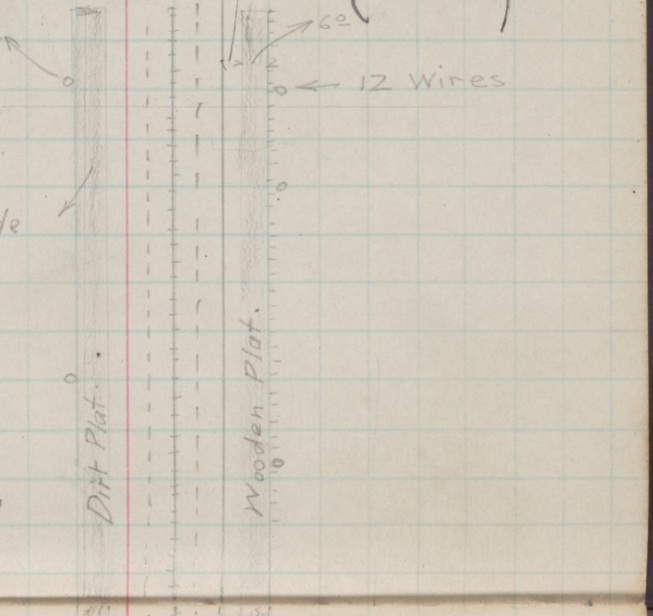
4+97 W.B. Block Sig # 7.3 - 8 ± Lt.

4+98 Tel. Pole. 27° Rt - 14 Wires

4+02 ± Tel. Pole 14° Lt 5 Wires -

3+66 ± Tel. Pole 27° Rt 15 Wires

2+80 End of R of W. Fence -



PIKE

Preliminary Survey to Determine Location of PROPERTY IN

Block 59

9+74 on Fence Line
10+35 - Fence 3' Lt
Δ In Fence -

See Page #42

3x3 Stake

6+91.8 93°23' Rt 88° to Fence Cor.

6+91.8 123°40' Rt 38.4 to Fence Cor.

5+31.8 13°27' Rt N 70°53' E
160.00

5+31.8 Fence @ 32.00 Rt.

1+60 B.S. 0+00 7°18' Rt N 57°26' E
371.80

0+00 F.S. Sta B 6°47' Rt N 50°08' E
160.00

Sta C = 0+00.

Sta B - 15°43' Lt S 43°21' W.

Sta A - 13°04' Rt S 59°04' W

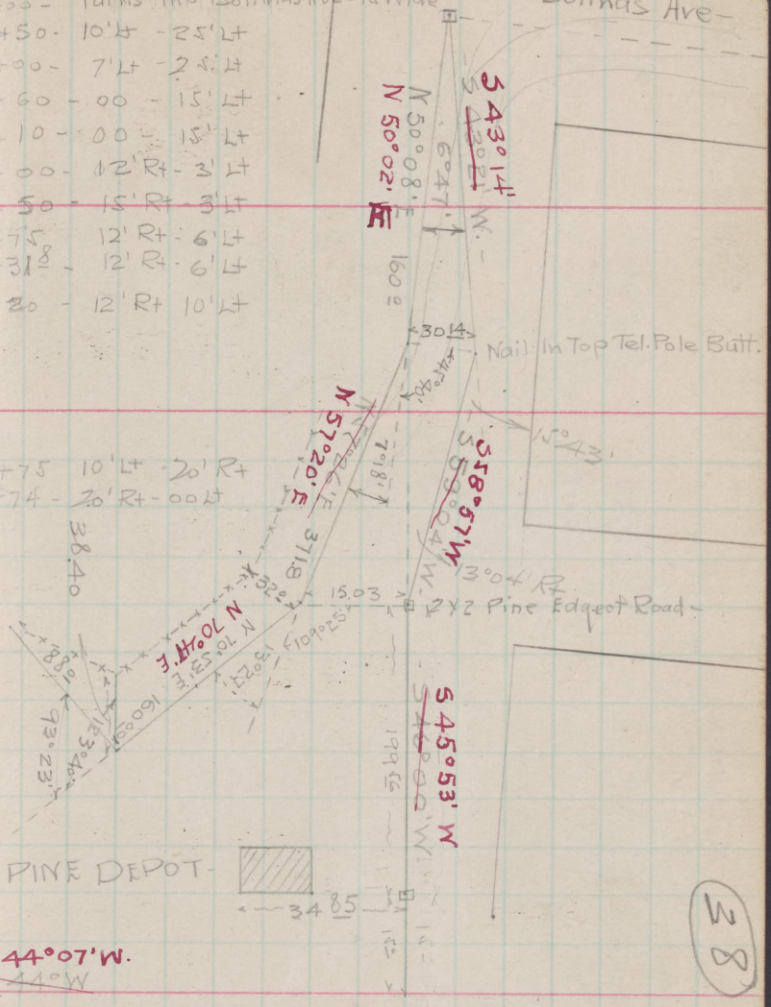
0+00 90°00' Lt S 46°00' W

Per old Deed Mar. 1883 -

Course of ℄ N.W.P. N. 44° W.

Traveled Road Edges

0+00 -	Turns into Bolinas Ave - 15' wide	
0+50 -	10' Lt	- 25' Lt
1+00 -	7' Lt	- 25' Lt
1+60 -	00	- 15' Lt
2+10 -	00	- 15' Lt
3+00 -	12' Rt	- 3' Lt
3+50 -	15' Rt	- 3' Lt
4+75	12' Rt	- 6' Lt
5+38 -	12' Rt	- 6' Lt
6+20 -	12' Rt	10' Lt
8+75	10' Lt	- 20' Rt
9+74 -	20' Rt	- 00 Lt

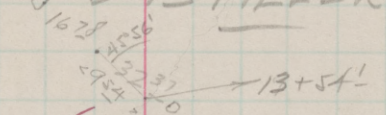


28

8+26 ±	27° 49' Rt	S 7°44' E	148.1	
6+91.8 ±	73°34' Rt	S ~~54°33'~~ E	134.2	93°23' Fence Cor - 88' From 6+91.8 ⊙ 2x2 Stake 2" Above Road Surface - 56°20' 38.4 Fence Cor - 3"x3" Stake -
5+31.8 ±	13°27' Rt	N ~~70°53'~~ 70°47' E	160.00	⊡ 2x2 Stake Flush With Road Surface
1+60	7°18' Rt	N ~~57°26'~~ 57°20' E	371.80	⊡ 2x2 Stake 1 Ft Below Surface Road
0+00 F.S. on "B"	6°47' Rt	N ~~50°08'~~ 50°02' E	160 ±	2"x2" ⊡ - - - - Bollinas - - Avenue - -
0+00 = Conc. Monument Marking ℄s of Nevada & Bollinas Avenues -				
Sta - 'B' Tel. Pole Butt	15°43' Lt	S ~~43°21'~~ 43°14' W	?	⊙ Nail In Tel. Pole Butt -
2+14.56 ±	13°04' Rt	S ~~59°04'~~ 58°57' W	?	⊡ 2"x2" Stake In Edge Wagon Road -
0+15	0°00'	S ~~46°00'~~ 45°53' W	199.56 ±	⊡ 2"x2" Stake Flush with Platform
0+00	90°00' Lt	S ~~46°00'~~ 45°53' W.	15 ±	
Accepting Course of ℄ N.W.P. at Pine as:		N ~~44°W~~ N44°07'W	← To S.F.	~~N 44°W~~ N 44°07' W →

- PINE -

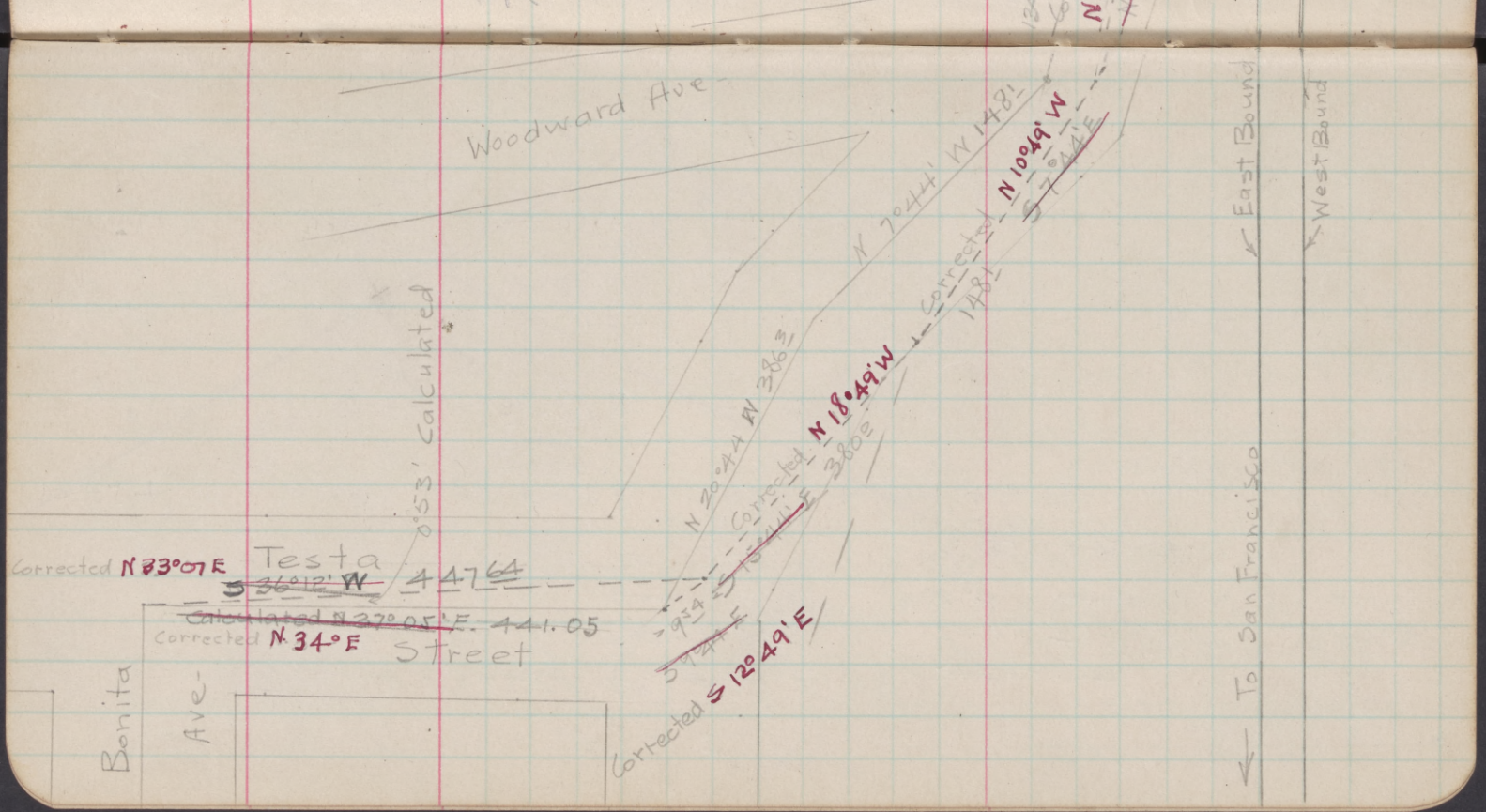
Tracing County Road With Reference to Construction MASON & DISTILLERY SPUR.

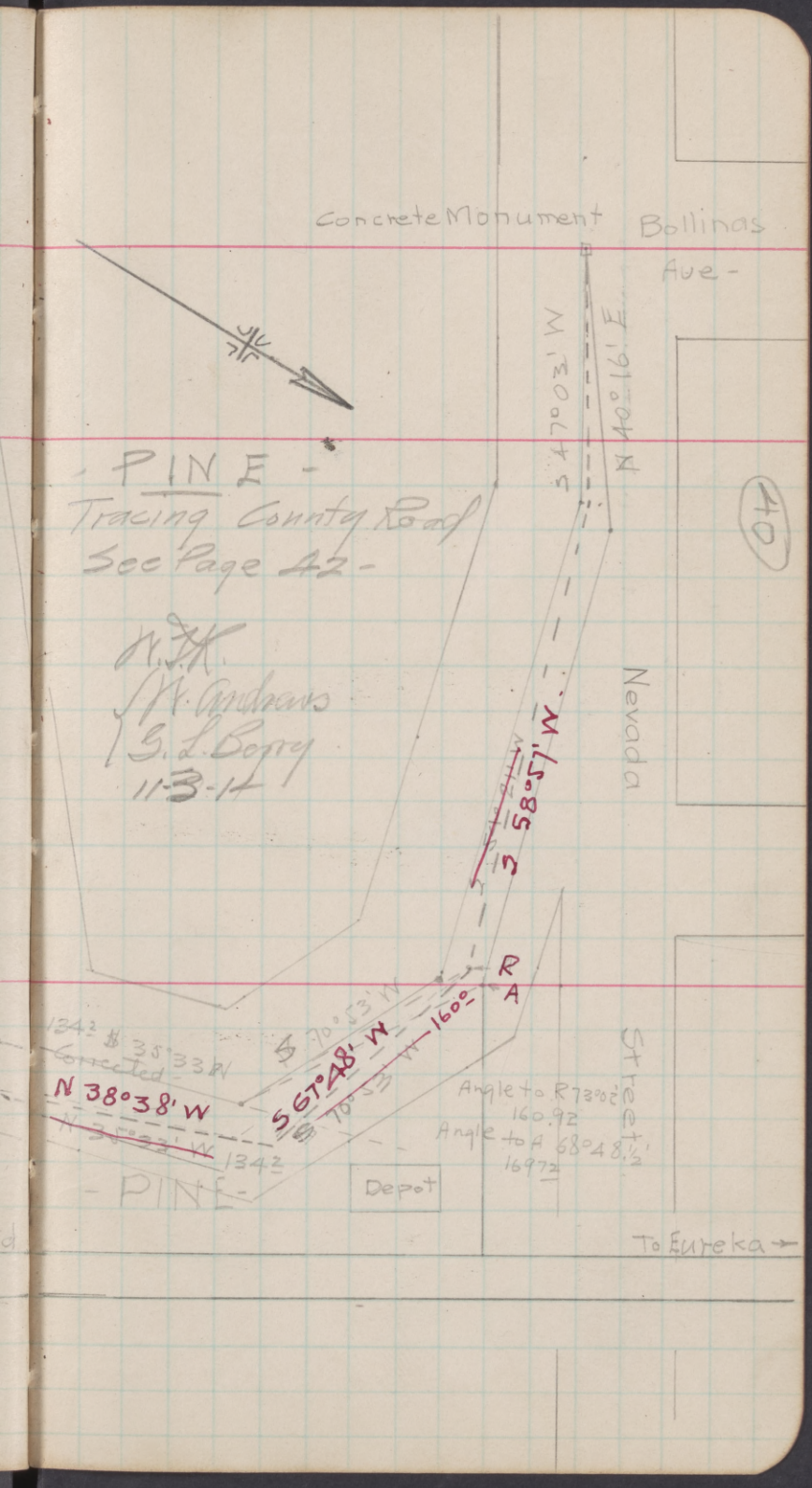


13+54±	45°56'	S 9°44' E	9.54	to Old Hub Presumably △ In ℄ County Road
13+54±	51°56' Rt	S 36°12' W.	447±	
9+74±	8°00' Lt	S 15°44' E	379.99	About Center of Road.
13+60±	59°44' Rt	S 34°00' W	441.08 (?)	
9+74±	13°00' Lt	S 20°44' E	386±	

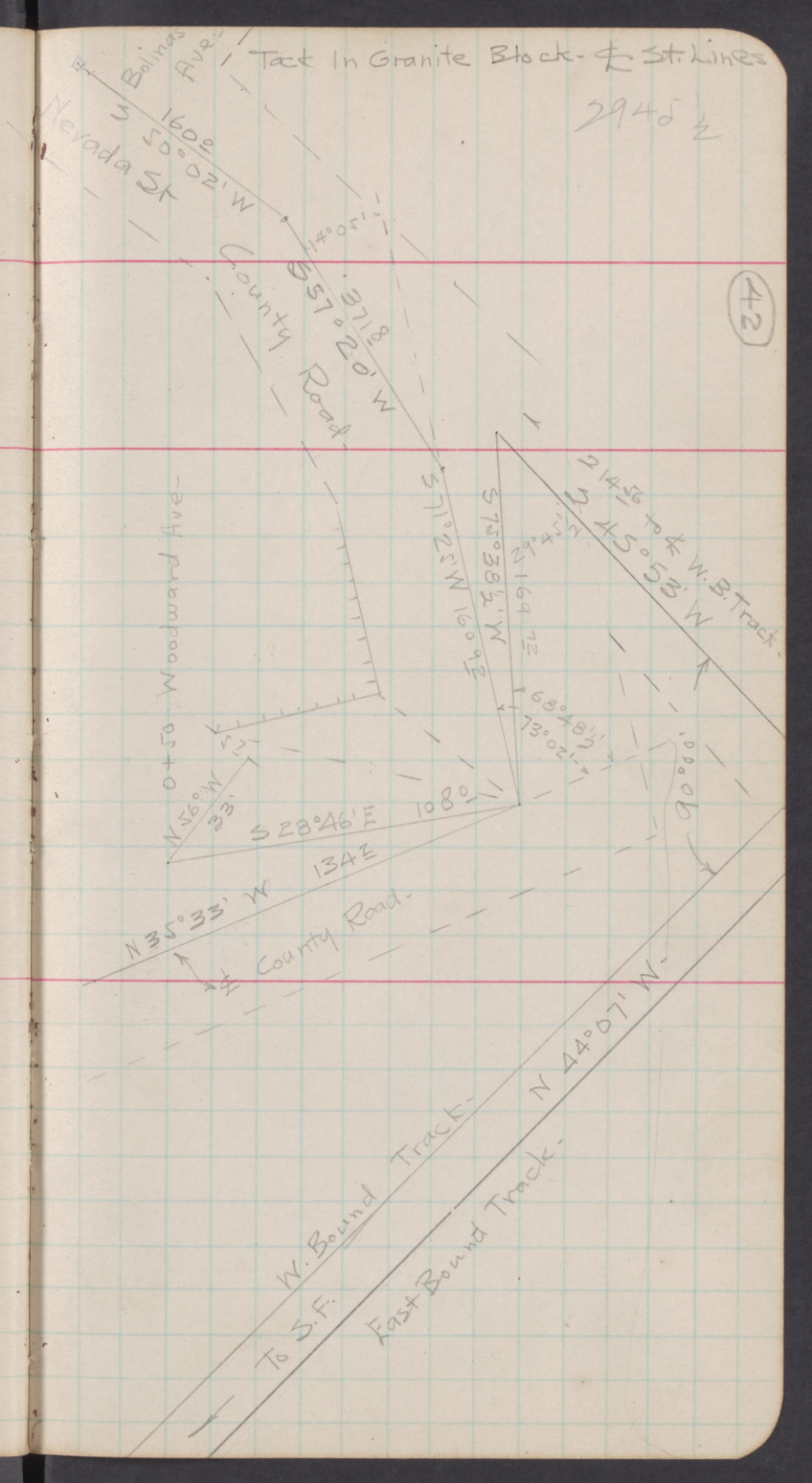
Void

See Page 42.


Woodward Ave
0°53' Calculated
N 7°44' W 148'
Corrected N 10°49' W
148'
S 7°44' E
N 20°44' W 386'
Corrected N 18°49' W
386'
S 9°44' E
Corrected S 12°49' E
Corrected N 83°07' E
S 36°12' W
Testa
44764
Calculated N 37° 05' E. 441.05
Corrected N. 34° E
Street
Bonita
Ave.
To San Francisco
East Bound
West Bound


Concrete Monument
Bellinas Ave -
N 19°04' E
N 70°03' W
- PINE -
Tracing County Road
See Page 42 -
N.M.K.
M. Andrews
S.L. Bogey
11-3-14
40
Nevada
S 58°57' W
R
A
S 70°53' W
160'
S 67°48' W
1342 ₺ 38°33' W
Corrected
N 38°38' W
1342
- PINE -
Depot
Angle to R 73°02'
160.92
Angle to A 68°48.½'
169.72
Street
To Eureka

- PINE -


Tact In Granite Block. & St. Lines
3945 ½
42
Bolinas Ave.
1608
S 50° 02' W
Nevada St.
S 57° 20' W
3711
County Road
S 71° 25' W 160 92
S 75° 38½' W
N 16° 9 72
2° 4½'
68° 48½'
73° 02'
214.56 to 4 W. B. Track.
S 45° 53' W
0 + 50 Woodward Ave.
N 56° W
33'
S 28° 46' E
108'
134 ½
N 35° 33' W
County Road.
W. Bound Track.
To S.F.
East Bound Track.
N 44° 07' W.

81
980
79
78
77

1.0231

3.327
3.294
3.260

3.679
3.680
3.734

3.648

43.

6.895

⊙		3.08	6.91	3.035	3.86	318	7.04	318	
990				3.08	3.86			3.50	2.54
89				3.08	3.86				3.52
88				3.08	3.86				3.52
87				3.08	3.86				3.54
86				3.08	3.86 3.54		Check on B.M. Nail in		
85				3.08	3.86 3.54		"Gallinas 1 Mile" Sign Ele. 2.90		
⊙		3.03	6.89	3.08	3.86	383	7.30	3.42	3.47
84+88.5		3.11	6.97	3.43 3.03	3.86 3.54			4.76	2.54
84+57.5				3.43	3.86 3.54			Diff.	2.90 .36
84+50				2.43	3.84				
84				✓ 3.415	3.875	3.555			
83				✓ 3.384	3.906	3.586			
82				✓ 3.353	3.937	3.617			

4				3.74	3.86		3.74	4.98	3.54
3				3.74	3.86				3.54
⊙		3.04	6.895	3.745	3.855	3.23	6.77		3.52
2				3.035	3.86			3.23	3.74
1				3.035	3.86		3.9		3.54
1000				3.035	3.86		3.08		3.07
99				3.035	3.86				3.07
98				3.035	3.86				3.07
97				3.035	3.86				3.07
⊙	level	3.035	6.895	3.035	3.86	3.285	6.825		3.07
96				3.035	3.86			3.285	
95				3.035	3.86				3.07
94				3.035	3.86				3.07
93				3.035	3.86				3.07
92				3.035	3.86				3.07
91				3.035	3.86				3.07

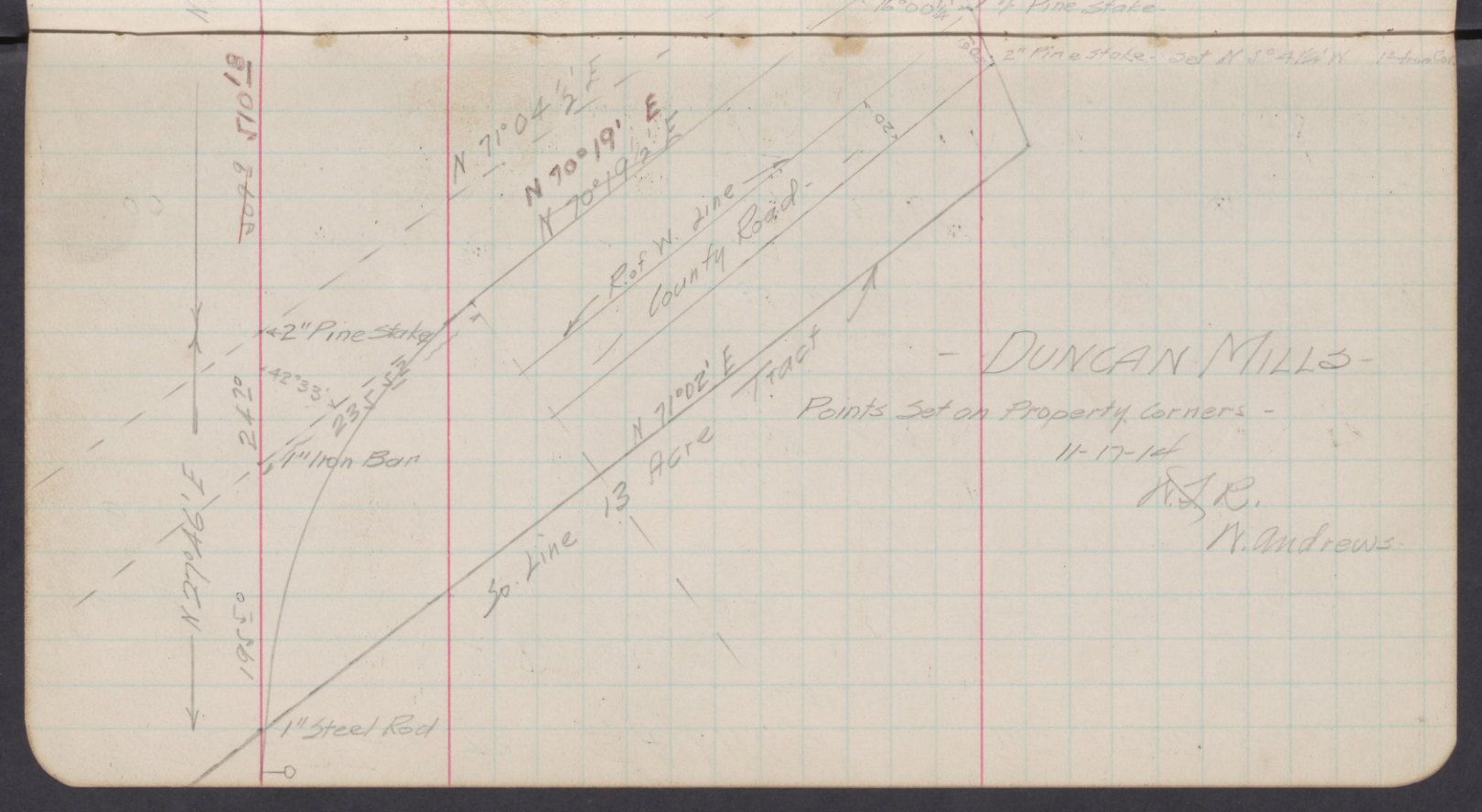
44. FORBES to GALLIN A.S. - Top-of-Rail Stakes

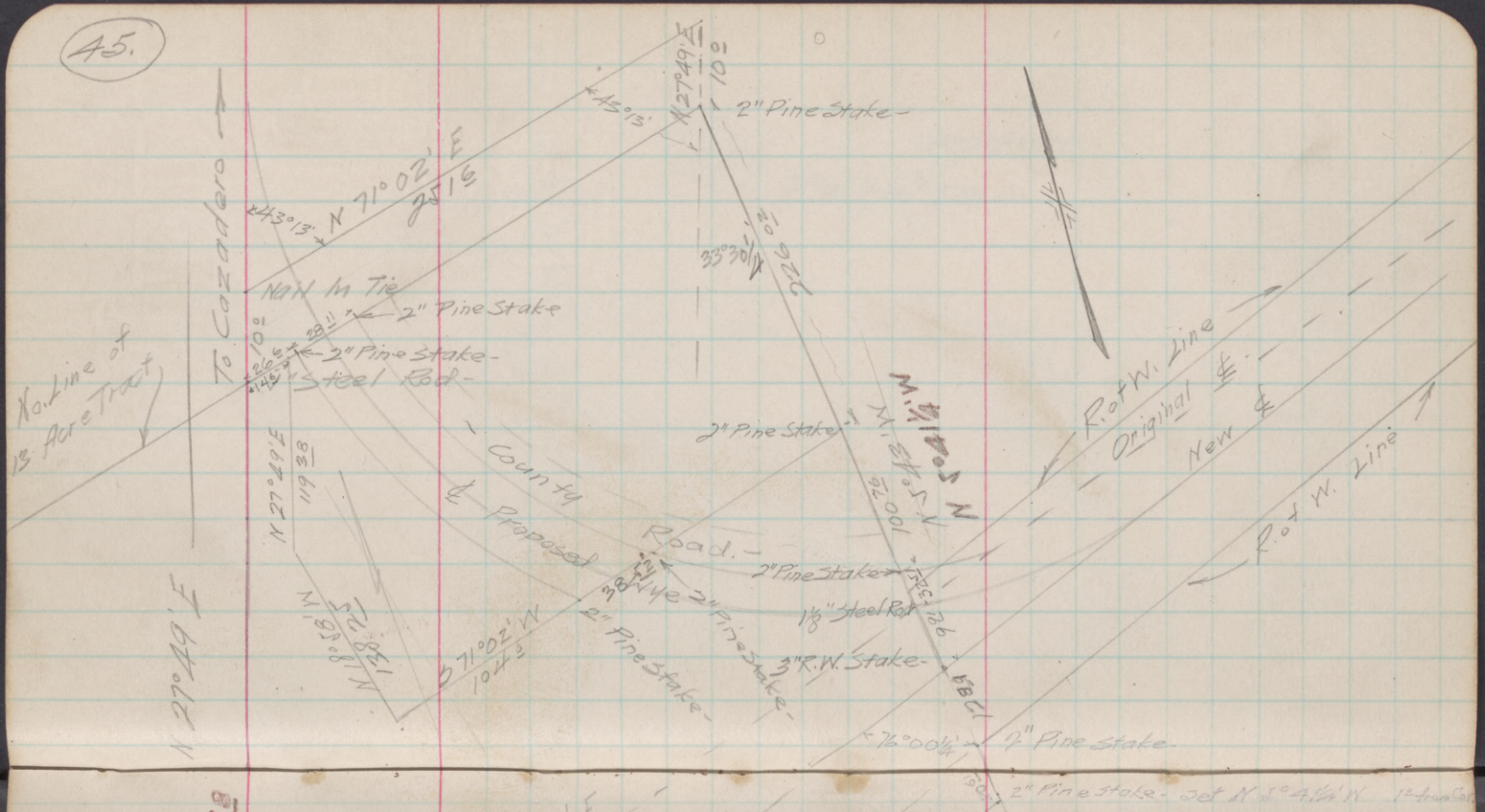
4.983

4.887 9.870

1014+95			2.20	7.67	Top of Rail N.B. Trestle		
1014			2.21	7.66			
1013+50				7.60			
13			2.61	7.26			
12			3.29	6.58			
11			3.97	5.90			
1010			4.65	5.22			
9			5.33	4.54 ✓		4.13	4.58
0	3.06	7.60	5.33	4.54	5.18 8.72		3.54
8+00			3.74	~~3.86~~		4.64 ~~5.18~~	4.09
7+50						~~5.18~~	~~3.54~~
7			3.74	3.86	7+50	5.04	3.72
6			374	3.86		5.18	3.54
5			3.74	3.86			
						1.06 7.66	3.54

level


N 7°04½' E
N 70°19' E
N 70°19½' E
R of W. line
County Road
20'
2" Pine Stake - set N 5°41½' W 1' from Cor
½" Pine Stake
N 7°02' E
Tract
- DUNCAN MILLS -
Points Set on Property Corners -
11-17-14
W. J. R.
N. Andrews
2" Pine Stake
42°33'
234.5'
½" Iron Bar
N 27°46' E
247.0'
30' Line
13 Acre
1" Steel Rod


To Cozzadero
N 27°49' E
N 71°02' E
226.16
43°13'
2" Pine Stake
Nail in Tie
2" Pine Stake
2" Pine Stake
Steel Rod
No. line of 13 Acre Tract
N 27°49' E
119.38
County Proposed Road.
2" Pine Stake
2" Pine Stake
2" Pine Stake
3" R.W. Stake
1/2" Steel Rod
2" Pine Stake
N 71°02' W
102.5
N 27°49' E
M.S. 8.31
M.S. 8.31
N 27°49' E
100.25
R. of W. Line
Original ℄
New ℄
R. of W. Line
76°00 1/4'
2" Pine Stake
2" Pine Stake - Set N 8° 4 1/2' W

\+ HI − S EI

B.M. 10.525

1 8.17 13.695 4.7

~~Sta 1~~

Petaluma

4.9

4.95

5.10

5.24

5.30

5.49 } back of baggage rim

5.49 }

5.56

5.73

5.80

6.04

6.10

A741

+23	+21	+2	00	-05	+4	+9	+16
60	42	30	00	12	16	26	30

A740+50

+25	+22	+25	00	00	+05	+6	+18
45	36	30	40	00	20	25	33

A740

+26	+19	+13	00	00	00	+4	+5	+20
51	32	25	40	00	50	10	14	30

A739+75

+26	+19	+13	+8	+4	00
52	40	32	26	17	00

Hogans Cut X Sect.

4709+75

+50

$\frac{+10\frac{3}{}}{60}$ $\frac{+8\frac{5}{}}{47}$ $\frac{+1\frac{4}{}}{31}$ $\frac{00}{4}$ $\frac{.00}{00}$ $\frac{-1\frac{2}{}}{17}$ $\frac{+6\frac{3}{}}{21}$ $\frac{+6\frac{2}{}}{24}$ $\frac{+10\frac{3}{}}{30}$

Levels over A - B. C.

B.M.	7^{02}	107^{02}		100	
$0+53^{65}$				105^{5}	1^{5}
T.P.	0^{37}	96^{92}	10^{47}	96^{55}	
T.P.	0^{64}	85^{93}	11^{64}	86^{28}	
$1+03^{65}$				81^{7}	4^{3}
$+53^{65}$				74^{3}	11^{6}
$2+03^{65}$				81^{8}	4^{5}
T.P.	10^{34}	94^{54}	1^{73}	84^{19}	
T.P.	10^{76}	104^{66}	0^{64}	93^{9}	
$2+53^{65}$				97^{4}	7^{3}
T.P.	11^{49}	115^{32}	0^{83}	103^{83}	
T.P.	3^{25}	117^{62}	0^{95}	114^{37}	
$2+81^{15}$				116^{49}	1^{13}

"A" 100 Assumed.

Levels over A' B' C'.

B.M.	6^{5}	106^{5}	100	100	
$0+79^{75}$			104^{1}	104^{1}	1^{9}
$+84$			105^{4}	105^{4}	1^{1}
T.P.	0^{1}	95^{4}	11^{2}	95^{3}	
$1+79^{75}$				92^{5}	2^{9}
$+59$				84^{7}	10^{7}
$1+79^{75}$				89^{6}	5^{8}
$2+29^{75}$				85^{55}	9^{85}
$+48$				87^{8}	7^{6}
T.P.	11^{6}	106^{7}	0^{3}	95^{1}	
T.P.	10^{3}	116^{5}	6^{5}	106^{2}	
			1^{9}	104^{6}	

Hogans Cut.

Nov. 1914.

A. B. C.	0+00	Same.
	0+53 65	"
	1+03 65	11 9 Down hill
	1+53 65	11 6 "
	2+03 65	11 6 "
	2+53 65	10 0 "
	2+73	Edge slide
	2+81 15	New ⧋
A'. B'. C'.	0+00	Same
	0+79 75	"
	1+29 75	13 1 Down hill
	1+59 75	12 1 "
	2+29 75	11 0 "

Levels over A - B. C.

Levels over A' B' C'

3+00

-1 5 / 130	-1 2 / 112	-1 3 / 108	-0 5 / 90	-1 2 / 60	-0 3 / 40	-1 2 / 34	-0 3 / 12	00 / 00 ✓

2+30

+0 6 / 126 ℄ Spur	-1 7 / 114	-1 6 / 100	-0 4 / 80	-1 1 / 70 ℄ Spur	-0 2 / 50	-0 5 / 30	-0 4 / 14	00 / 7	00 / 00

1+30

+0 3 / 97 ℄ Spur	-1 5 / 80	-1 7 / 74	-0 8 / 54	-0 7 / 47	-0 4 / 40	-1 0 / 12	-0 6 / 7	00 / 5	00 / 00 ✓

0+75

-0 1 / 87 ℄ Spur	-2 2 / 50	-1 0 / 33 ℄ Spur	-4 0 / 25	-0 6 / 13	-0 1 / 7	00 / 00 ✓

0+00 = B.BW

+0 3 / 48	-0 7 / 35	-0 4 / 28 ℄ Spur	00 / 14	-0 1 / 7	00 / 00 ✓

Santa Rosa X' Sect. Near Freight Ho. (49)

℄ = ℄ Freight Ho Track.

0+00 = opp. Sta. 2748 M.L.

5+80

+0.5	-0.6	-1.0	-0.5	-0.2	00
140	80	60	35	14	00 ✓

5+40

+0.5	-0.5	-0.8	-0.6	-0.5	00	00
142	139	104	90	76	62	00 ✓

4+50

+0.2	+0.2	-0.3	-0.1	+0.8	00
136	127	113	92	78	00 ✓
plat.					

3+70

-0.4	+0.2	00	-0.1	+0.7	00
133	116	88	81	60	00 ✓

Magnesite Dec. 17-14

J.F.B.
A.E.B.

1479+01 24 P.O.Taper = Pt. Sw. =

1479+64 74 = Frog pt = B.C. 15° Curve Rt to interseet 14' offset line ahead. Spur = 420' long Pt. S. to end.

Stakes set to −0 3 grade. to eliminate need of derail

12+50

13+00

13+68.5

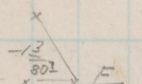
14+00

14+50

15+00

15+50

16+00



Santa Rosa – Sebastopol branch
Engine storage

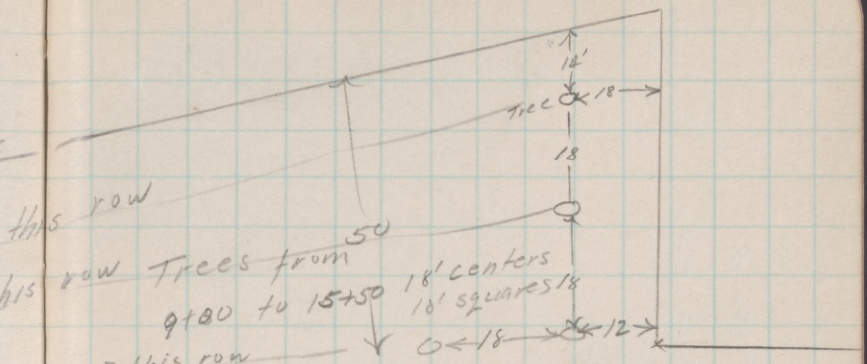
J.F.B.
G.L.B.

Dec. 21, 14

Sebastopol Sta. No | ℄ R R | base of rail = 0.0

Sebastopol Sta. No		℄ R R
~~16+08~~ 17+00		0 0/3 -0.8/4 -0.4/16 -0.8/19 -1.2/30 E/30
9+50	Level on R+	0 0/3 -0.8/4 -0.8/8 -1.9/18 -1.3/25 1.3/33
10+00	E/20 -2.3/20 -4.0/15 -0.8/9 -0.8/4 0/3	0 0/3 -0.8/4 -1.0/9 -3.0/13 -2.4/49.5 F/39.5
10+50		0 0/3 -0.6/4 -0.8/8.5 -3.7/13.5 -3.0/25.8 -2.5/37.5 -3.0/45.8 E/45.5
11+00	Level on R+	0 0/3 -0.5/4 -0.6/6 -1.3/11 -1.7/20 -1.5/32 -2.0/38 2.2/50 E/50
11+50		0 0/3 -0.7/4 -1.0/10 -1.2/14 -1.3/26 -0.9/36 -1.4/59 E/59
12+00		0 0/3 -0.6/4 -1.0/9 -2.0/15 -1.0/42 -1.3/63 E/63

LACKA I & C Co SCRANTON 4 88



Showing location of fruit trees East of Robert St

Santa Rosa Sebastopol branch

Engine storage

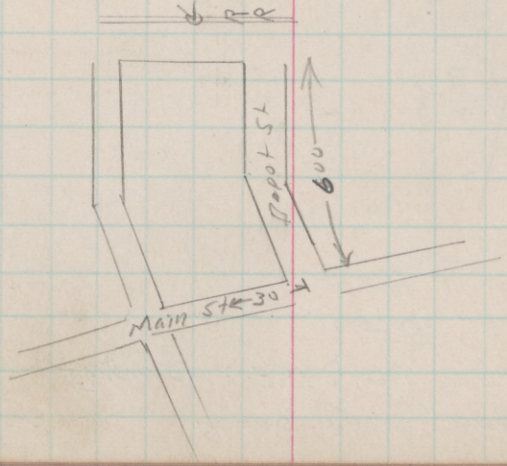
J.F.B. Dec 21

E.L.B.

R.R. Co / Fence

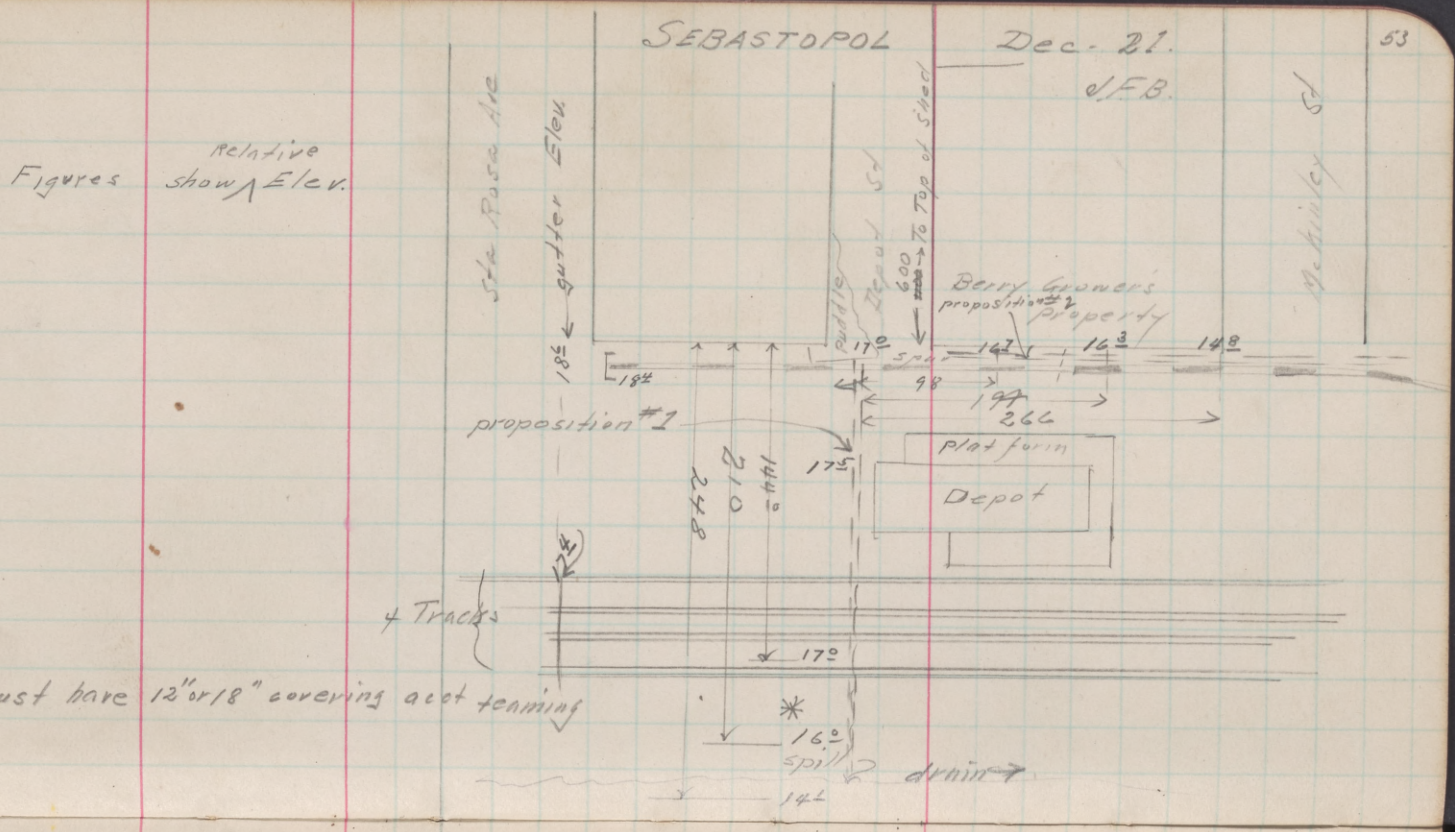
13 Hills

8 Lots


R R
75 to 81
600
Main St 30

SEBASTOPOL Dec. 21.

J.F.B.



Locating ditch at Larkspur
500 ft West of Depot.

LARKSPUR DEC. 29, '14

J.F.B.

Top of rail Elev. Assumed as 3022

Elev. = 172

Elev. = 175

Elev. 193

Elevation

Elev. = 172

Elev. = 175

C. P. R.

West line Depot

Elev. End Bolt = 2228

Elev. 212.7

92°

505.2

0+00

Ditch line

0+20

0+25

0+30

0+35

0+38

0+40

0+45

0+50

0+55

0+58.6

0+60

0+65

0+70

0+75

0+80

0+85

0+90

0+95

1+00

1+05

1+10

1+15

1+20

1+22

1+25

1+30

1+35

1+40

1+45

1+50

1+55

1+60

1+65

1+70

1+75

1+80

1+85

1+90

1+95

2+00

2+05

2+10

2+15

2+20

2+25

2+30

2+35

2+38

2+40

2+45

2+50

2+55

2+60

2+65

2+70

2+75

2+80

2+85

2+90

2+95

3+00

3+05

3+10

3+15

3+20

3+25

3+30

3+35

3+40

3+45

3+50

3+55

3+60

3+65

3+70

3+75

3+80

3+85

3+90

3+95

4+00

4+05

4+10

4+15

4+20

4+25

4+30

4+35

4+40

4+45

4+50

4+55

4+60

4+65

4+70

4+75

4+80

4+85

4+90

4+95

5+00

5+05

5+10

5+15

5+20

5+25

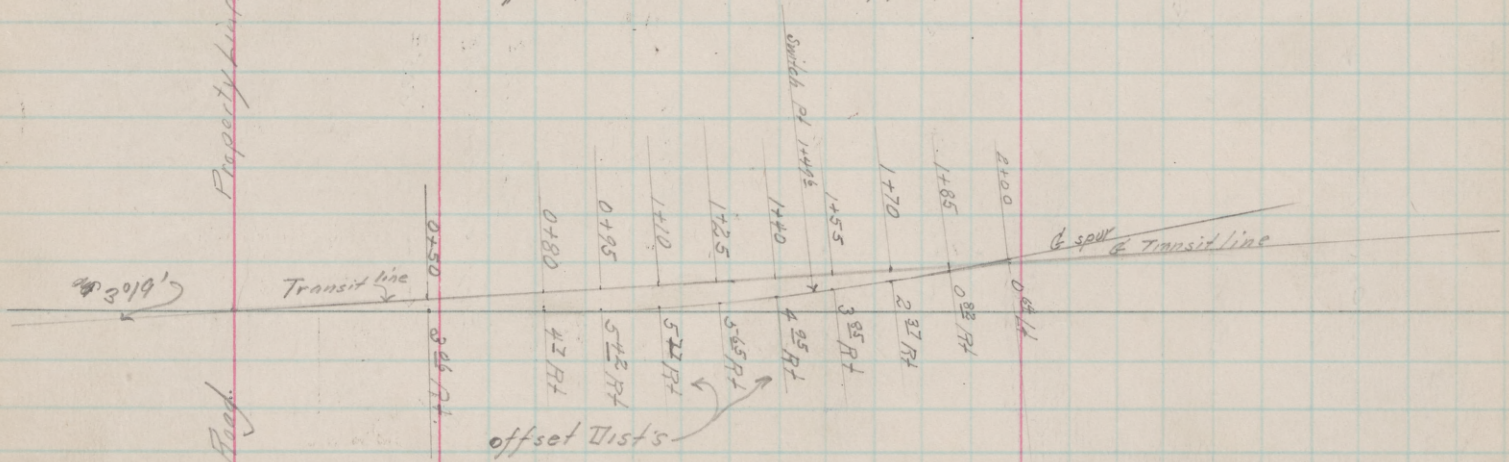
5+30

5+35

SAN ANSELMO - SPUR - DERAILMENT.

Locating
J.F.B.

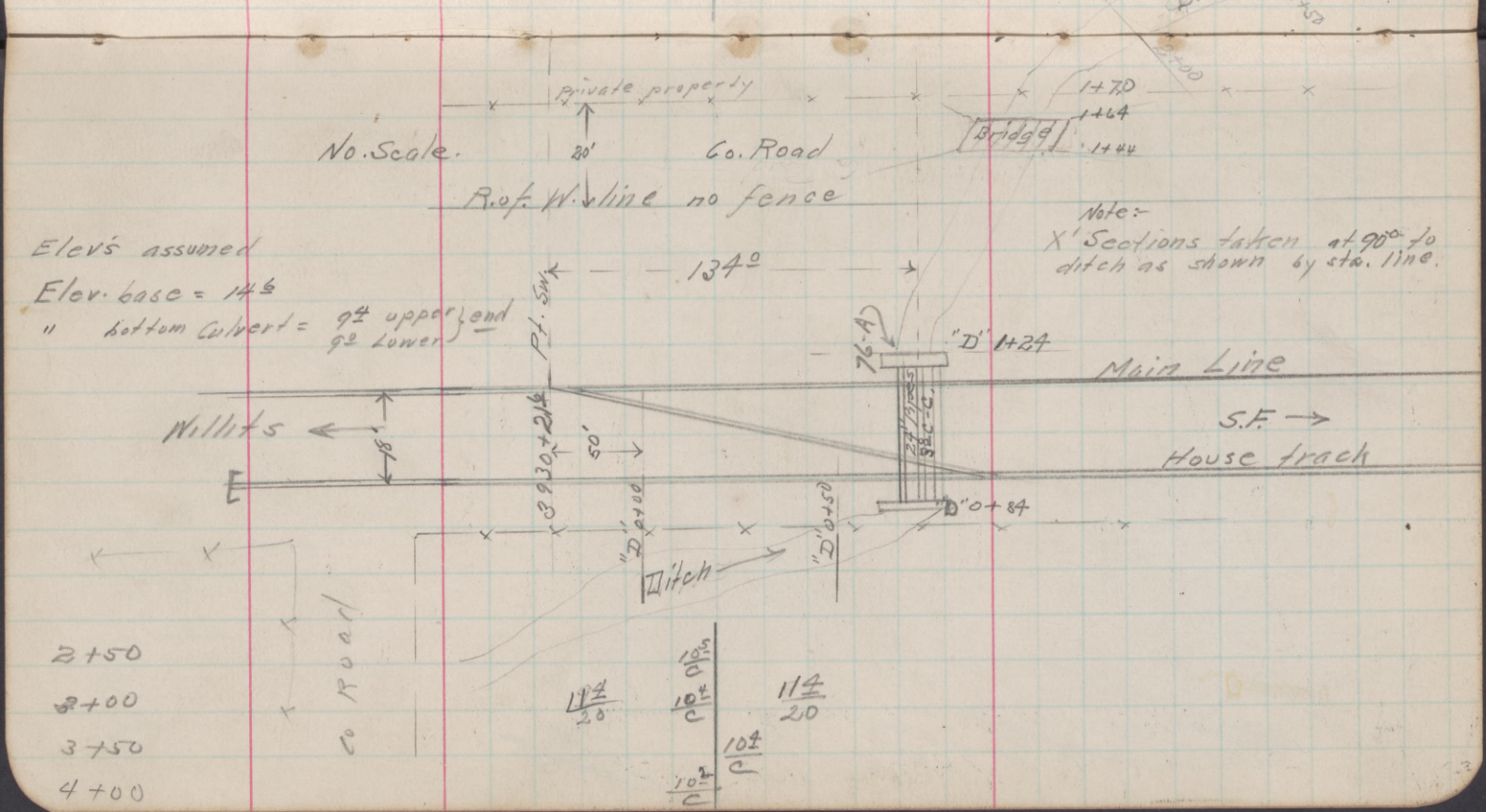
Switch pt. to Fr. pt. B.G. = 63 5/12 Frog = 7½
" " " " " N.G. = 49 5/12



"B" St. San Rafael Jan 2 1915

Setting Top of Rail Stakes

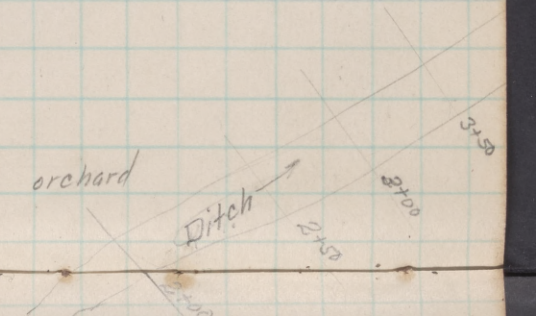
1.

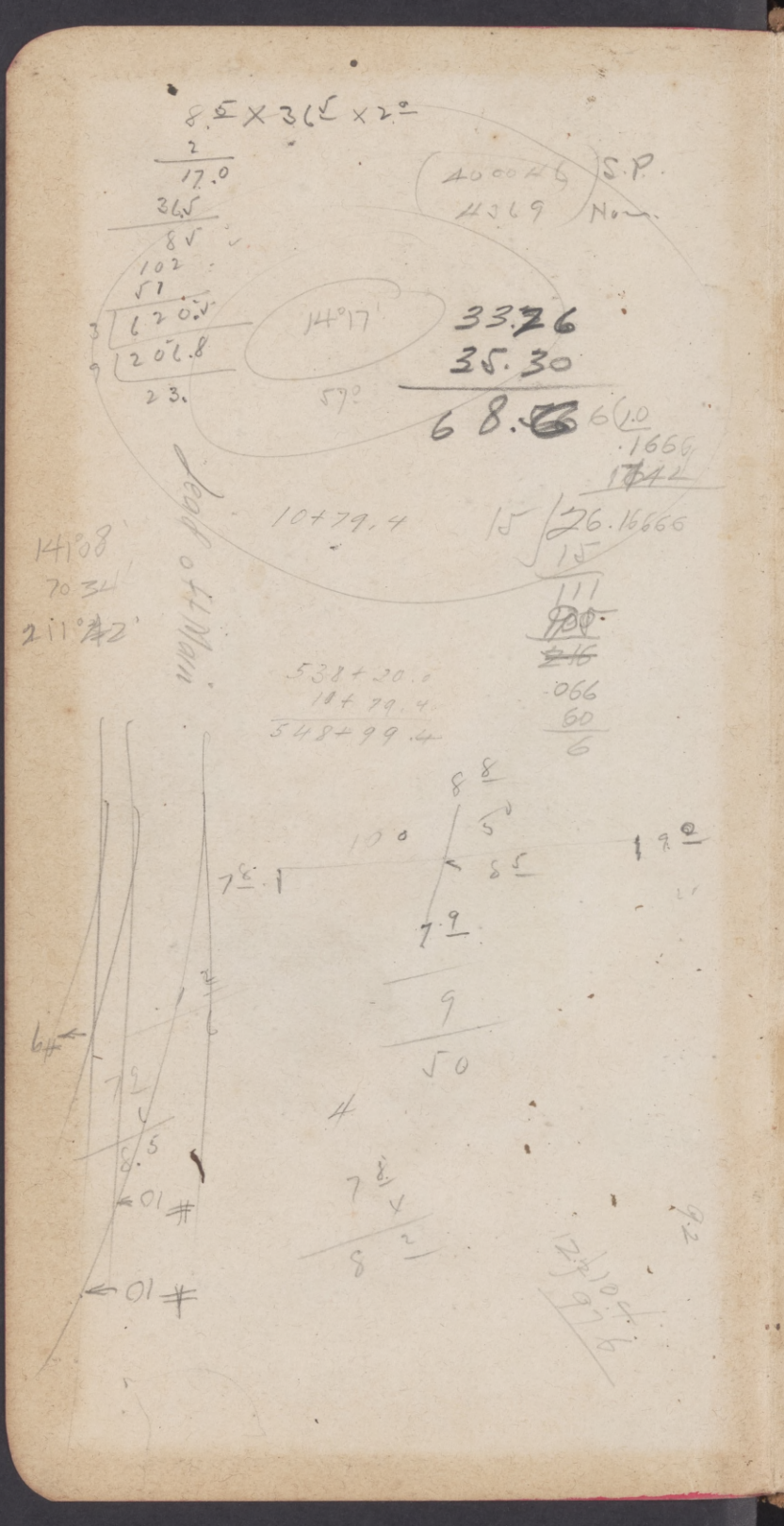

private property
No. Scale.
20'
Co. Road
R. of W. line no fence
1+70
1+64
Bridge
1+44
Note:-
X' Sections taken at 90° to ditch as shown by sta. line.
Elevs assumed
Elev. base = 14±
" bottom Culvert = 9± upper end 9± Lower
134°
Pt. Sw.
"D" 1+24
Main Line
S.F. →
House track
Willits
18'
50'
"D" 2+00
"D" 0+50
"D" 0+84
Ditch
Co Road
2+50
3+00
3+50
4+00
10.5
10±
C
11±
20
10±
C
10±
C

Geyserville Jan 4, 1915

J.F.B. & G.L.B. / Drainage at 76-A

0+00	13½ / 12	12⅚ / 5	11° / C		12² / 7°	12³ / 19
0+50	12° / 6°	11⅚ / 3°			10³ / C	12⁹ / 5	12° / 15
0+84	9⅜ / 12	9⅜ / 6	9½ / C		9⅚ / 6°	13½ / 10
1+24	12³ / 9°	9½ / 6°	9° / C		9² / 5°	12⅝ / 8°
1+44	12 / 15	9⅚ / 7°	9⅝ / 4°	9⅚ / C	10° / 7°	11³ / 9°	12⅚ / 17
1+70	12° / 11°	11° / 9°	10³ / C		11 / 16	11⅚ / 23
2+00			10⅝ / C			




S.P.
Nom.
14°17'
57°
33.76
35.30
68.66
10+79.4
538+20.0
10+79.4
548+99.4

5 9 5 Edge Car Rock

Stumps at Watson

1 3 clear from Car

Casings 3 stumps

6 9

Rock Cuts 5 9 1 mile East Duncan

Stumps 5 4 3/8 mile

Stumps & R. to Big curve 5 5 East of Duncan

8 05 Clearance

115

969 17

678 3

484 5

5523 3 14°17'

247

57

1729

1235

14079

82.25

132

132900

76450

114675

76450

88.814900